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# HISTORIC TALES OF OLD QUEBEC

By GEORGE GALE

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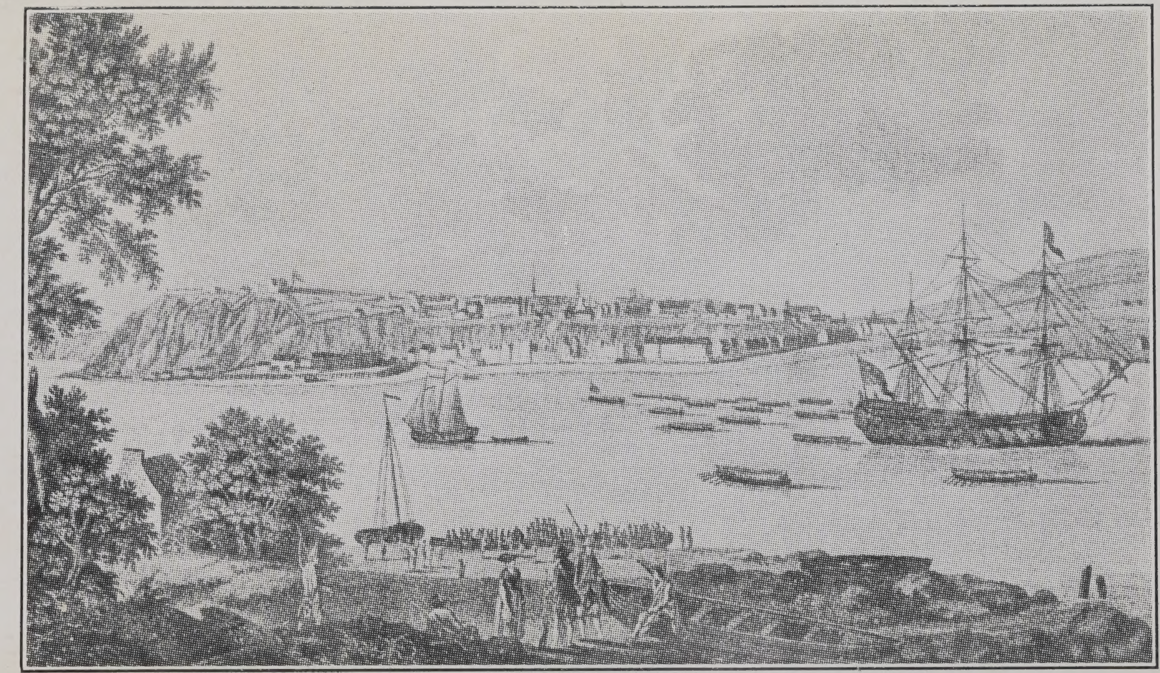

Ancient View of Quebec from Levis.

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# HISTORIC TALES OF OLD QUEBEC

By GEORGE GALE

*Author of* "QUEBEC 'TWIXT OLD AND NEW"

REVISED AND ENLARGED

180664.
17.5.23.

QUEBEC:
THE TELEGRAPH PRINTING COMPANY

1923

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# HISTORIC TALES OF OLD QUEBEC

## CHAPTER I

Arrival of Jacques Cartier.—Foundation of Quebec.—Recollet Monks.—Kirke Victory.—Siege of Quebec.—Historic Tablets.—Incorporation of the City and Mayors.—Wards and Streets in the Early Days.—Statute Labor.—Snow Removal.—Police Force, Bellmen, Criers, Sunday Markets, Etc., Etc.

JACQUES CARTIER, a famous sea captain of St. Malo, France, the discoverer of Canada, sailed up the majestic St. Lawrence in 1535, and wintered his fleet of three small sailing vessels, the "Grande Hermine," the "Petite Hermine" and the "Emerillon" at the mouth of the stream still known as the Lairet—named after a pioneer settler of Charlesbourg—which flows into the St. Charles river, now within the limits of the city. It was Jacques Cartier who named a bay on the north shore of the gulf, which he entered on the feast of St. Laurent, August 10, "Baye Saint Laurent," translated St. Lawrence. It was not until 1608 that Samuel de Champlain founded Quebec and built his "Abitation" or fort in the Lower Town, directly below Dufferin Terrace. The Recollet monks, the first French missionaries in Canada, arrived in 1615. It was on the 20th July, 1629, that the Kirkes captured Quebec from the French in the name of King

Charles I. of England, who held it until the 13th July, 1632, when it was restored to the Crown of France, who remained in possession of the colony until 1759, when it again fell into the hands of the British following Wolfe's siege of Quebec and the battle of the Plains of Abraham on the 13th September of the last mentioned year. In all, France ruled the country for over one hundred and fifty years, while the flag of England has waved over the lofty Cape Diamond continuously for one hundred and sixty-four years.

* * * *

THE following is a list of the historic tablets in Quebec, together with the inscriptions and where located:—

1613—In the playground of the Quebec Seminary: "Here stood the house of Guillaume Couillard, employé of the Company of the Hundred Associates, who arrived in Quebec in 1613 and who died on the 4th of March, 1663".

1615—On face of building at corner of Sous-le-Fort and Little Champlain streets (foot of Breakneck Steps):—"The approximate site of the first chapel erected in Quebec by Champlain in 1615. It was destroyed by fire during the occupation of Quebec by the Kirkes from 1629 to 1632".

1620—Beside the Upper-Lower Town elevator office on the Terrace:—"Here stood the Fort and Chateau St. Louis. The Fort was erected in the year 1620; within its walls the founder of Quebec died on December 25th, 1635. The Chateau was the residence of Governors of Canada. Begun by the Chevalier de Montmagny, reconstructed by Count de Frontenac, enlarged by Sir James Craig. This building was destroyed by fire on the 23rd of January, 1834".

1633—Outside of the gate leading to the Bishop's Palace at the top of Mountain Hill:—"Here was erected, in 1633, the Church of Notre-Dame de Recouvrance under the direction and in fulfilment of a vow of Samuel de Champlain, first Governor of New France. Restored and enlarged in 1634. It was destroyed by fire on the 14th of June, 1640".

1635—On the front southeast corner of the City Hall:—"On this site stood the Jesuits' College, founded in 1635. Destroyed by fire in 1640, rebuilt in 1647, considerably enlarged in 1725. It was occupied partly by British troops and public officers, from 1759 to 1776 as a barrack from

1776 to 1871, and finally demolished in 1877. The church attached to it, which extended towards Ste. Anne street, was erected in 1666 and demolished in 1807".

1639—On face of Blanchard's Hotel, opposite the front of the Notre-Dame des Victoires Church, Lower Town:—"On this site stood in 1639 a house belonging to Noel Juchereau des Chatelets, which was the first residence of the Venerable Mother Marie de l'Incarnation and of the Ursuline Nuns in Quebec"

1640—At the corner of Garden and Anne streets, northwest corner of the English Cathedral grounds:—"On this ground stood the trading house of the Company of the Hundred Associates. It served as a parish church after the burning down of Notre-Dame de Recouvrance on the 14th of June, 1640, and also served as a place of residence for the Jesuit Fathers from 1640 to 1657".

1644—Beside the Ursuline Chapel on Parlor street:—"On this site stood the house of Madame de la Peltrie. It was built in 1644, and within it resided for two years (1659-1661) Monseigneur de Laval, first Bishop of Quebec. It was replaced by the present day-school of the Ursulines in 1836".

1650—On the northeast corner of the Court House, Place d'Armes:—"This ground, which formerly extended to the east, and was occupied by the Seneschal's Court about the year 1650, became in 1681 the property of the Recollets, who erected on it a church and monastery which were destroyed by fire in 1796. The old Court House built at the beginning of the 19th century was also destroyed by fire in 1873, the present edifice taking the place shortly afterwards. The adjoining Anglican Cathedral occupies part of the grounds once held by the Recollets".

1668—On the face of the Boswell Brewery Office at the foot of Palace Hill, (Nicholas street):—"On this site the Intendant Talon erected a brewery in 1668 which was converted into a Palace for the intendants by M. de Meulles, in 1686. This building was destroyed by fire in 1713, reconstructed by M. Bégon; it was again damaged by fire in 1728, restored by M. Dupuys in 1729; it was finally destroyed during the siege of Quebec in 1775".

1681—On the hill side of the Chinic Hardware Co.'s building at the foot of Mountain Hill, (corner of St. Peter street):—"Here stood in 1681 the dwelling house of Charles Aubert de la Chesnaye, one of the most prominent merchants of Quebec in the seventeenth century, the ancestor of the de Gaspé family".

1687—Half way down Mountain Hill (opposite Chabot's bookbindery):—"Within this enclosure was located the first graveyard of Quebec, where interments were made from the early days of the Colony up to 1687".

1688—On Notre-Dame des Victoires Church, Lower Town:—"This church, erected in 1688, under the name of L'Enfant Jésus, on the site of the old "King's Store", took the name of "Notre-Dame de la Victoire" in 1690, and of "Notre-Dame des Victoires" in 1711. The square in front of the church was used as the market place of Quebec during the French Regime and around it stood the residences of the principal merchants of that time. In the centre of the square in 1686, the Intendant Champigny erected a bronze bust of Louis XIV".

1690—On the fence of the garden at the upper end of Mont-Carmel street (up Haldimand street and to right on Mont-Carmel street):—"On this height, called Mont-Carmel, there stood in 1690 a stone windmill whereon was mounted a battery of three guns, and which served for a redoubt during the siege of Quebec by Phipps. It was called 'Le Cavalier du Moulin' ".

1691—On the wall of the Cartridge Factory, half way down Palace Hill:—"Here stood Palace, or St. Nicholas Gate, built in 1691, restored successively in 1720 and 1790; it was rebuilt from 1823 to 1832, and finally demolished in 1874 '.

1692—Corner of St. Peter and Mountain Hill on the McCall & Shehyn Building, (northwest corner):—"On this site stood the convent of the Nuns of the Congregation, established by Sister Bourgeoys in 1692, and occupied by the said religious community up to 1842, when it removed to St. Roch".

1746—On the Marine Department Building, Champlain street:—"In 1746, Louis XV, King of France, took possession of this area of ground in order to establish a new shipyard for the building of his vessels. Here stood the first Custom House erected by the British Government in Quebec after the cession".

1758—Located on the Ramparts, between St. Flavien and Hamel streets, (previous residence of Sir Lomer Gouin, Premier of Quebec Province):—"On this site stood the house where Montcalm resided during the years of 1758 and 1759".

1775—On the Molson's Bank Building, Lower Town (St. James street, between St. Peter and Sault-au-Matelot streets: —"Here stood her old and new defenders uniting, guarding, saving Canada, defeating Arnold at the Sault-au-Matelot barricade on the last day of 1775; Guy Carleton commanding at Quebec".

1775—Tablet on the cliff above Champlain street, near Allan-Rae Steamship Company's Wharf:—"Here stood the Undaunted Fifty safeguarding Canada, defeating Montgomery at the Près-de-Ville barricade on the last day of 1775; Guy Carleton commanding at Quebec".

1776—On the Citadel Hill, not far from St. Louis street (right hand side going up):—"In this place was buried, on the 4th of January, 1776, along with his two aides-de-camp, McPherson and Cheeseman, and certain of his soldiers, Richard Montgomery, the American General who was killed during the attack on Quebec on the 31st of December, 1775.

In 1818 his remains were exhumed and removed to the precincts of St. Paul's Church, New York".

1784—By the baggage office of the Chateau Frontenac, (St. Louis street):—"Here stood the Chateau Haldimand, or Vieux Chateau, occupying part of the outworks of the Fort St. Louis. Begun in 1784, completed in 1787. This edifice was displaced by the erection of the present Chateau Frontenac in 1892".

1791—On the front of the "Kent House" at the corner of St. Louis and Haldimand streets:—"This building was the residence of the Duke of Kent, father of Queen Victoria, during his stay in Quebec, from 1791 to 1794".

1797—On the new portion of the City Post Office, Mountain Hill (Tablet removed during construction of Post Office): —"Prescott Gate built in 1797; rebuilt, 1815; torn down, 1871-72".

1806—On the dwelling No. 22, Ferland street:—"Here was established, in 1806, "Le Canadien", the first French newspaper published in Quebec".

1866—Corner of St. Flavien and Couillard streets, (No. 14 St. Flavien):—"In this house François-Xavier Garneau, the historian of Canada, lived for several years and here he died on the 3rd February, 1866".

* * * *

ALTHOUGH founded in 1608, it was not until 1833 that Quebec was incorporated with Elzéar Bédard as its first mayor. For years previously, however, the question of incorporation was under consideration, but nothing resulted from the agitation. At a meeting of the leading citizens of the town, held at the Union Hotel and Coffee House, opposite the Place d'Armes, in October, 1817, a committee was named for the purpose of taking into consideration the expediency of petitioning the Parliament of Lower Canada for an act of incorporation, among other reasons to provide for an elective corporation, to improve the police service, and for the internal government of the city generally. The committee named to consider the question was composed of Messrs. Blanchet, Neilson, W. Henderson, F. Quirout, J. Langevin, H. Black, F. Romaine, Mercier, Lee, R. Christie, Frs. Durette, John MacNider, Charles Jourdain, Thomas White and John Goudie. Previous to 1833 the municipal affairs of Quebec were administered by the justices of the peace sitting in special session for that purpose, under the authority of the Provincial Legislature.

The following have been the chief magistrates of Quebec since the date of its incorporation as a city:—

| | | |
|---|---|---|
| Elzéar Bédard | | 1833-34 |
| R. E. Caron | | 1834-40 |
| R. E. Caron | Elected by the Council.. | 1840-45 |
| J. O. Stuart | “ “ | 1846-49 |
| N. F. Belleau | “ “ | 1850-52 |
| U. J. Tessier | “ “ | 1853-54 |
| C. Alleyn | “ “ | 1854-55 |
| Jos. Morrin | “ “ | 1855-56 |
| O. Robitaille | “ “ | 1856-57 |
| Jos. Morrin | Elected by the People... | 1857-58 |
| H. L. Langevin | “ “ ... | 1858-60 |
| Thomas Pope | “ “ ... | 1861-63 |
| A. G. Tourangeau | “ “ ... | 1864-65 |
| Joseph Cauchon | “ “ ... | 1866-67 |
| J. Lemesurier | “ “ ... | 1868-69 |
| W. Hossack | Elected by the Council.. | 1869-70 |
| A. G. Tourangeau | Elected by the People... | 1870 |
| P. Garneau | Elected by the Council.. | 1870-73 |
| O. Murphy | “ “ ... | 1874-77 |
| R. Chambers | “ “ ... | 1878-79 |
| J. D. Brousseau | “ “ ... | 1880-81 |
| F. Langelier | “ “ ... | 1882-90 |
| J. J. T. Frémont | “ “ ... | 1890-94 |
| S. N. Parent | “ “ ... | 1894-1906 |
| Sir J. Geo. Garneau | Elected by the People... | 1906-10 |
| Nap. Drouin | “ “ ... | 1910-16 |
| H. E. Lavigueur | “ “ ... | 1916-20 |
| J. Samson | “ “ ... | 1920 |

The corporation of 1840-42, appointed by the Governor-General—their successors being subject to election by the people—was composed of Aldermen Jones, Munn, Morrin, Buteau, Massue and Baird and Councillors Boisseau, Borne, Clapham, Parent, Black, Huot, Shaw, Tourangeau, Clearihue, Hoffman and Langlois, with R. E. Caron as mayor.

The meetings of the Council, previous to the city acquiring the old city hall on the corner of St. Louis and Ste. Ursule streets, the property of Hon. Mr. Dunn, were held for a time in a building located at the corner of Palace and Charlevoix streets, owned by the nuns of the Hotel Dieu, which was destroyed by fire in 1835. Later the corporation had offices in the deaf and dumb school on St. Louis street, opposite the "Ring." In 1848 the civic rulers were holding their meetings and occupied offices in the Parliament Building, which stood at the head of Mountain Hill, now known as the Montmorency Park, where concerts, lectures, etc., were given from time to time for some years when Parliament met in other cities in Canada. The first Parliament building, erected in 1834, was quite an imposing one, of cut stone, with columned porch, and valued at about £150,000. It was destroyed by fire in 1854. The second home for Parliamentarians, erected on the site of the first one, of white brick, two stories high, fell a prey to the flames in 1883, and was succeeded by the present stately pile on Grande Allée. The laying of the corner stone of the new City Hall, on the site of the Jesuits' college or barracks, took place on the 15th August, 1895. Hon. S. N. Parent, who was mayor at the time and was later Prime Minister of the Province, performing the ceremony. The inauguration of the building occurred thirteen months later, on the 15th September, 1896.

In 1795 there were six wards for municipal purposes in Quebec, as follows:—St. Lawrence, St. Charles, St. Louis, Seminary, Dorchester and St.

John. In the early period of this century the population of Quebec totaled 2,500, while the principal streets were Sous le Fort, Cul de Sac, Sault au Matelot, St. Peter, Notre Dame, Champlain, Sous le Cap, Mountain Hill, St. Nicholas, Canoterie, St. Valier and St. Charles, in the Lower Town and Palais; Couillard, St. Louis, St. Joseph (now Ferland street), St. Flavien, Fabrique, St. François, Laval, Ramparts, St. Jean, Ste. Anne, du Fort, des Pauvres (now Palace); des Jardins or Garden, Des Carrières, Ste. Geneviève, Buade and Tresor in the Upper Town.

Craig, Carleton, Haldimand, Dalhousie, Hope, Richmond, Prevost and Aylmer streets dated from after the conquest and perpetuated the memory of eight English governors of Canada. Alfred, Alexandre, Nelson, Turgeon, Jérome, St. Ours, Arago and Colomb streets were laid out in 1845, when many streets in St. Roch's were widened. St. Joseph street was not only widened ten feet on the south side, but was extended to St. Valier street after the great fire in 1845. Hebert street is called after Quebec's first farmer and Garneau and Christie streets in honor of two local historians. Dorchester street, called after Lord Dorchester in 1789, the year when the first wooden bridge over the St. Charles river was built, was the last street in St. Roch's, and practically in the country at the time. Massue and Boisseau streets, in St. Sauveur, were named after two wholesale merchants, who did business on Fabrique street in the early days of the past century, while Bagot street, in the same ward, is called after a popular officer, Colonel Bagot, who commanded the Sixty-Ninth Regiment, one of the last corps to leave this garrison in 1871.

St. Sauveur perpetuates the memory of Rev. Jean LeSueur de St. Sauveur, first chaplain of the Hotel Dieu Hospital; St. John street that of Jean Bourdon, a leading citizen in the early days of New France, and Cook street in honor of Rev. Dr. Cook, for years pastor of St. Andrew's church. Dauphine street dates from shortly after the conquest and was acquired for military purposes.

Ste. Famille street, at the foot of which at one time stood Hope Gate, was years ago generally known as Hope Hill, called after Brigadier General Henry Hope, Lieutenant-Governor in 1785-86, who died in 1789, but in the earlier days of the city's history it was known as the Côte Delery, in honor of Gaspard Chaussegros Delery, who was the architect of the Roman Catholic Cathedral at the time of its restoration in 1745. Dambourges street is named after François Dambourges, who was born in France in 1742 and arrived in Quebec in 1763. As an officer of the 84th Regiment he took a leading part in defeating Arnold's forces at the Sault-au-Matelot barricade in the last days of 1775. La Canoterie was a canoe landing, hence the name. Collins street is called after John Collins, who was deputy surveyor-general under Major Samuel Holland, surveyor general of the Province, and died in 1795.

Mountain street, better known as Mountain Hill, one of the city's oldest and best known thoroughfares, whose history dates from the time of Champlain, was paved with pebbles and the footpaths laid with square stones from Cap Rouge in 1810. Many buildings that formerly stood on the north side of the street, including the one in which the old Quebec Gazette was printed, were removed in 1852, when the street was widened.

Palace street, at one time known as the rue des Pauvres, or Poor street, was paved and leveled in 1816, as were Ste. Anne and other streets in the city and suburbs. St. Paul street, from St. Peter to St. Nicholas, was first opened in 1815, and from the latter street to St. Roch street, were it joins St. Joseph, in 1821. Côte à Coton, named after an English army officer, now Glacis street, known formerly as Gallows Hill, was opened from St. Valier to St. Oliver street in 1818. In 1822 it was widened and leveled from St. Valier to D'Aiguillon street. It is recorded that criminals were executed in this district in the ancient days, which accounts for the name "Gallows" being given to this much frequented thoroughfare. D'Aiguillon street is called after the Duchess D'Aiguillon, the foundress of the Hotel Dieu Hospital and niece of Cardinal Richelieu, of France.

Houses were numbered in Quebec for the first time in 1789.

In 1759 General Murray gave orders to have lamps placed in position at the corners of certain streets in Quebec, while pedestrians were also obliged to carry lanterns when abroad at night. But all lights were ordered to be extinguished at ten p.m. The question of lighting the cities of Quebec and Montreal as well as establishing a night watch, was discussed and a measure adopted in the House of Assembly of Lower Canada in 1816. For some years previously, however, several leading thoroughfares of both cities had been lighted at night, the expense of which was covered by public subscription. Special taxes were imposed by the Legislature in 1823 on owners of dogs, of horses for pleasure, retailers of rum and spirituous liquors as well as those trading in malt liquors, etc., for the purpose of augmenting the fund for lighting and watching the cities of Quebec and Montreal. Tavern keepers were also obliged to provide a light for the front of their buildings.

Previous to the introduction of gas in this city on the 1st January, 1849, when the principal streets and some public buildings and private residences were lighted for the first time, not to mention electricity in 1886, for street lighting, fish and vegetable oils, and later coal oil, were used in lamps distributed at convenient distances from one another throughout the city, for illuminating purposes. The lamp-lighters' brigade was composed of a corps of men of diminutive stature, who carried short ladders, which they were obliged to climb in order to light or extinguish the lamps.

The water and drainage service was introduced in Quebec in 1852. Previous to that people were obliged to depend on private wells or contaminated water from the Cul-de-Sac or Palais, at six pence per barrel.

In 1811, Paul Vallée was the surveyor of highways, streets, lanes and bridges in the city and parish of Quebec, and Jean Baptiste D'Estimauville, grand voyer, or road master, in the district of Quebec in 1813, while Dr. Hackett was health officer and inspector of the port in 1817. In this latter year, in conjunction with Dr. Dubord, who was a member of the Royal College of Surgeons, London, Dr. Hackett opened an hospital for seamen in the Cul-de-Sac.

The Marine Hospital, known to the older generations of Quebecers, dated from July, 1834 and was located at the foot of Crown street. The hospital was under the control of the city when opened with Dr. Tessier, formerly health officer, as chief medical officer, where destitute cholera patients were treated. There were two other hospitals for emigrants at this time, for the summer months at least, one near the King's wharf and the other in St. John's suburbs.

In 1814 the statute labor law was still in force and called for six days work on the part of Quebecers in each year. It was lawful, however, for any person so disposed to commute the same on paying at any time in the month of June in each year, to the road treasurer, the sum of five pence for each day's work to be performed. It is hardly necessary to say that the great majority of the people, who could afford the luxury, availed themselves of the opportunity to escape working on the streets. The road treasurer in 1816 was François Baillairgé and his office was located at No. 2 St. François street, Upper Town.

Residents of the principal streets of Quebec in the early period of the past century, in the winter season, were permitted to remove the snow to the distance of three feet and no more from their respective houses into the street and in the less important streets to the distance of two feet. No steps were allowed to be cut in the snow so as to obstruct the passage of sleighs, while the roads were to be kept free of cahots. Within twenty-four hours after every snow fall proprietors and tenants were obliged to have the snow leveled opposite their dwellings or stores. People were not permitted to remove snow from the streets or lanes without first consulting the road surveyor. Children found sliding or skating on the streets suffered a fine of five shillings or to be committed to the house of correction for a term not exceeding eight days.

In 1819 there was a population of 15,237 in Quebec, as follows:—11,991 Roman Catholics and 3,246 Protestants, with 2,008 houses. In the following year there were 2,244 houses in the city and suburbs, as follows:—Upper Town, 458; Lower Town, 407; St. Roch's suburbs, 721; St. Louis suburbs, 44; St. John suburbs, 614, with twenty-one public buildings scattered over the town.

There were thirty-nine police constables for the city of Quebec in 1811, to maintain peace and order and to protect its citizens, as follows:—Fifteen in St. Lawrence ward, nine in St. Charles ward, four in Seminary ward, four in St. Louis ward, and seven in St. John's ward, with two other men to keep the peace in the neighborhood of the Roman Catholic Catherdal during divine service. Chevalier D'Estimauville was high constable in Quebec in 1819, with a force of forty-six men, thirteen in the Upper Town, ten in the Lower Town, eleven in the suburbs of St. John and twelve in the suburbs of St. Roch's.

On an alarm of fire all constables in Quebec in 1825 were required to repair immediately to the spot, with their long sticks, to announce themselves to a justice of the peace, and answer to their names when called by a justice of the peace or other qualified person; to maintain order, to prevent theft and oblige all persons present to assist in extinguishing the fire. Constables were obliged to report to the justices of the peace the names of the carters present with their vehicles, and to prevent the demolition of any building or the transfer of effects without the consent of the proprietor or a justice of the peace. Constables on refusal or neglect thereof were liable to incur a penalty of not less than two shillings and six pence and not more than forty shillings currency. Watches or constables in making the rounds of the city in the olden days were not permitted to carry firearms, but were merely armed with a stave or ordinary constable's staff. Police officers in 1828 were obliged to provide themselves with a uniform at a cost of over four pounds.

A water police force was organized in 1837 by the Earl of Gosford, the Governor-General, with Mr. Russell as superintendent. Mr. T. A. Young was the chief of police for some years prior to this date and continued in charge until 1840, when he was named police magistrate. Chief Young was succeeded by Captain Russell. The police patrolled the streets regularly for the first time in June, 1838, when they were under the control of the Government. The regular force, under civic control, dates from 1848.

The total amount of assessments for the city and suburbs in the year 1829 amounted to £3,034,-1s.3d.

The practice of crying out the hours through the night by watchmen in the principal streets, a system that prevailed from ancient times, was abandoned in Quebec in 1833.

The city police force went out on strike in September, 1842, in consequence of their not having received their wages for several months. The cost of maintaining the force in the above year was £2,694.19.9½.

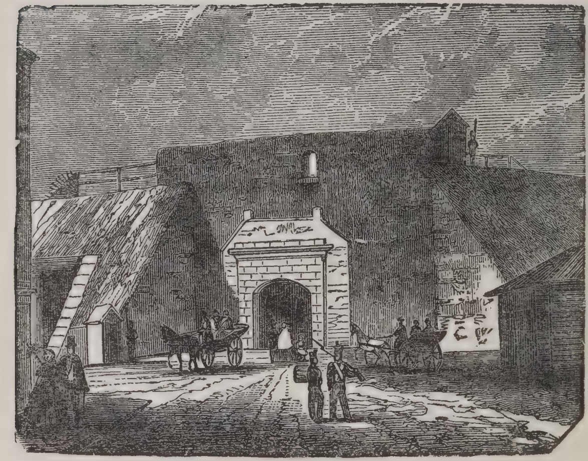
The first fair for the sale of horses, horned cattle, sheep, etc., was held in Quebec in 1861 at the St. Paul's market. For some years later four fairs were held annually, at this market, until its demolition to make way for the railway yards.

Bellmen were important personages in the olden days, even down to 1839, in the absence of newspapers, as it was by the use of these men that the public were informed of any news of importance, including the governor's proclamations, issued from time to time, civic rules and ordinances, the arrival and departure of vessels, sale of provisions, etc. These men were paid five shillings for each notice they were required to give the public in the principal squares and streets in the city and suburbs, including King street, St. Roch's. They were named by the magistrates, and among other duties accompanied the sheriff on his tours around the city, when making public announcements, ringing a bell in the meantime to attract attention. Any bellman acting without authority or a license was fined forty shillings for each offence.

In addition to bellman, strong lunged individuals were in the employ of the town council as late as 1837. They were known as "criers." Their principal duty was to parade the streets of the Quebec whenever the civil authorities had any important announcements to make to the public.

Carters were obliged to have numbers affixed in some conspicuous part of their vehicles in 1815. For any distance less than one league the fare allowed by law was two shillings and six pence, and for every league or greater distance one shilling and six pence per league was the tariff permitted. Horse owners were taxed seven shillings and six pence for each horse per annum in those days.

Petitions were in circulation for signatures in Quebec in the winter of 1829 for the purpose of encouraging a more strict observance of the Sabbath by preventing the holding of fairs and markets on that day. The Sunday markets, as a rule, were closed at an early hour and at the time were supposed to be an essential relief to the laboring classes, most of whom received their small wages late on Saturday night and availed themselves of the markets on Sundays to purchase a dinner for their families on that day. To overcome the difficulty it was suggested to have workmen paid on a Friday evening and oblige butchers, bakers and other vendors of the necessaries of life to keep their stalls and stores open till a late hour on Saturday night. Otherwise Sunday would be a day of fasting as well as prayer for the laboring classes.



Ancient St. John's Gate (inside) Demolished in 1865.

# CHAPTER II

Cape Strongly Fortified.—First Regular Court House.—The Haymarket Theatre.—Garrison Club.—Ursuline Lane and Esplanade.—Bonner Hill Road and Plains.—Belvédère and Ste. Foy Roads.—Palace and John Streets.—Jeffery Hale's Hospital.—Cemetery on Buade Street.—Tresor Lane and Treasury Office.—General Brock's House.—The Wolfe Building.—St. Valier Street and "Blue" House.—Old Thoroughfares, Etc.

WHAT IS known as the Cape was strongly fortified during the French occupation with batteries of guns and redoubts here and there, one battery being located quite close to the windmill which once stood on Mont Carmel street. This locality was used by market gardeners, milkmen, and others, and it was only about 1830 that the idea was conceived of reserving this district for the erection of stately private residences, when the gardeners and others were bought out and they removed to St. John suburbs and St. Roch's.

The first regular court house in Quebec, built in 1804, and destroyed by fire in 1873, occupied the site of the present one, dating from 1887. In the meantime the Military hospital, in rear of the massive old stone building, the property of the military authorities, on St. Louis street, was used by the legal fraternity for court purposes.

The Haymarket Theatre was located opposite the English Cathedral close, on Garden street, in the first quarter of the past century and for years later. A congregation once held service on the middle floor of the theatre while the lower flat was used as a billiard room and saloon. Some wag painted the following on the gate entrance one night:—

"The spirit above is the spirit Divine,
But the spirit below is the spirit of wine."

On the demolition of the theatre the present structure was built as a printing office. There was a Jewish synagogue on Garden street at one time.

The ancient looking building opposite the Masonic Hall, is one of the landmarks of the French regime, having been built in 1678, but with no particular historical interest.

The massive ancient looking stone building on St. Louis street, known as the Officers' Quarters, occupies the ground where once stood the residence of Madame de Pean, the quondam lover of the notorious Intendant Bigot. This building, as well as the military hospital in rear, were built by the Imperial authorities in the early days of the past century.

The large building on St. Louis street, next to the Garrison Club, was built in 1804 as a private residence by Chief Justice Sewell and was occupied by him until his death in 1839. Since then it has served the purpose, among other things, of a military post office, Government offices, and finally as quarters for officers of the permanent military force.

The Garrison Club, adjoining, from 1827 until the withdrawal of the Imperial troops, was occupied as offices by the Royal Engineers. In the rear were the workshops of the sappers and miners. The Garrison Club was founded in 1879 by local military officers, when the building underwent considerable changes.

Ursuline Lane—where the old Thompson home still stands—was formerly called the "Vacherie," as it was along this route that the cattle owned by the nuns of the Ursulines were driven to and from the grazing ground known now as the "Esplanade," for generations a popular parade ground for the Imperial troops as well as volunteers, and often used for lacrosse matches, foot races, and other sport. Within the past century there were several low dwellings situated on Ursuline Lane, while on the east side of d'Auteuil street, as far as St. Louis, a vegetable garden took the place of the present modern cut stone residences.

The National School (now Loyola Hall) on d'Auteuil street, or Esplanade hill, is one of the old buildings of the Upper Town, having been built in 1823, and from which thousands of boys, from the earliest days of the existence of the school, have gone forth to make their mark in the world. Here the children of soldiers as well as deaf mutes and orphans were educated at one time. The inmates of the Female Orphan Asylum—establish in 1828—occupied the upper part of this building in the early days of the past century.

The large building on the corner of Ste. Anne and d'Auteuil streets, in 1858 known as the Stadacona Club, was originally built in 1830 by Mr. H. Atkinson. It served the purpose of an hotel for some years under the management of Mr. Payne.

The Jesuits' church, on the corner of Dauphine and d'Auteuil streets, was built in 1817, while the residence of the Jesuit Fathers, adjoining the church, dates from 1856.

Although founded years previously, when those interested in the institutions carried on their charitable work in other parts of the city, the Ladies' Protestant Home has been located on Grande Allée since 1855, the St. Bridget's Home since 1858, and the Church of England Female Orphan Asylum since 1873. This building was formerly known as the Military Asylum, a home for old soldiers, soldiers widows and orphans, organized in 1827 and at one time was located on Côte Ste. Geneviève. The Finlay home, on St. John street, dates from 1862. This institution was located at the foot of Sutherland street at one time. The first sod on which the present building stands was turned on May 8, 1861, by Mr. M. G. Mountain, Cathedral church warden in charge of the poor fund, and the corner stone laid by Mrs. Hamilton two days later. Mr. Joseph Archer was the contractor.

The Quebec Observatory, overlooking the St. Lawrence, was for many years in charge of Commander Ashe, R.N., and dates from 1874. Previous to that year, from about 1856, there was a small observatory building on the Citadel with a timeball for the benefit of ship captains, by the aid of which they corrected their chronometers.

The ground surrounding the present observatory was once the property of a former prominent resident named Bonner, and was known as the Bonner farm. It was under cultivation for many years, even after the family had removed from Quebec. The original home, which was a low massive stone building, was demolished years ago. The present observatory building was erected by the Canadian Government and has been in charge of Mr. Arthur Smith for nearly thirty years.

Quite close to where the gaol stands, on the historic Plains of Abraham, now the Battlefields' Park, years ago there was a street leading to the Bonner Hill road—which ran down to the Cove and was fit for vehicular traffic—with a row of small dwellings, while the land in the vicinity was laid out for building lots. The ground on which the goal is located and the surrounding property, including the site of the Wolfe monument, was formerly owned by Widow Caldwell and Messrs. J. Bonner, Charles Fitzpatrick and Hammond Gowen. Until fifty years ago an hotel, largely patronized by the followers of the race meets, held under the auspices of the Quebec Turf Club, organized in 1789, was also situated on the Plains.

Belvédère road, now within the city limits, dates from 1640, when it communicated with the Grande Allée or St. Louis road, originally built as a military highway leading into the Sillery woods. This latter road, in the early days of the French colony, was the only one between Quebec and Cap Rouge. Mention is made of St. Louis road in 1637, while Ste. Foy road was first opened on the 20th June, 1667. In 1650 there was a small wooden chapel at the foot of the Belvédère road, on the north side, in the vicinity of the Dumont mill, close to the site of the Ste. Foy monument, where the great battle between the French and English forces took place in 1760. In 1731 the Ste. Foy and St. Louis roads were joined by the "Bourdon" road, called after Jean Bourdon, who was the first engineer in Quebec under the French regime and resided in this locality. By a peculiar coincident the ancient thoroughfare is practically the site of the present beautiful Avenue des Braves, opened in 1913 by the Battlefields' Commission. The Gomin road is also of ancient date, called after a French botanist who lived in that district. It was widened and reopened in 1824.

Many people of prominence resided on Palace street at one time, including Lady Simcoe, wife of the first Lieutenant-Governor of Upper Canada, who founded Toronto in 1793; Hon. Jonathan Sewell, and such well known physicians as Jean Blanchet, H. Blanchet, Joseph Painchaud, John Rowley, J. E. Landry and J. L. Hall. On this street the Mansion House and Albion Hotel were located at one time.

St. John street, on the south side, from St. John's gate to the present City Hall grounds, was widened fifteen feet in 1888. At this date buildings which had stood on this thoroughfare from the days of the conquest, and others before that period in the history of Quebec, were demolished and replaced by the present modern structures. The Tourangeau home is the only residence of very ancient date that remains.

St. John street, without the gate, was widened ten feet on the south side after the great fire of 1845, and the Martello towers were practically in the country at the time of their construction.

The corner stone of the St. Jean Baptiste church, on St. John street, was laid with an imposing religious ceremony on the 28th May, 1848, and was opened on the 24th June of the following year, when the St. Jean Baptiste society marched in procession to the sacred edifice and assisted at the service. The first procession of this society, which was founded by Dr. P. M. Bardy, took place in this city on the 24th June, 1842.

The Jeffery Hale Hospital, founded in 1865 through the generosity of Mr. Jeffery Hale, a former well known citizen, was situated at one time on St. Oliver street, opposite the Sisters of Charity convent, which community was established in Quebec in 1849, when the mother house was built. The hospital was opened in 1867 and remained open until 1901, when the present spacious building on St. Cyrille street was ready for occupation.

The first shoe factory in Quebec, owned by the Woodleys, was located in the high white brick building, on the north side of St. John street, in the sixties of the present century. Later the firm built a factory on St. Joachim street, on the present site of the arts building. The Mailhot hotel stood on the site of the first mentioned building, which was erected by Chief Justice Sewell.

The merchants or storekeepers in the Upper Town at one time controlled the greater portion of the retail business at least of the city, the residents of St. Roch's in those days patronizing these stores in the absence of few if any well stocked establishments in their own district. A curious fact is that of the large number of firms on St. John, Fabrique, Buade, Palace, Mountain and other streets of the Upper Town a little over half a century ago, but two or three remain today. Nearly all is changed, even to the manner in which business was conducted in former times.

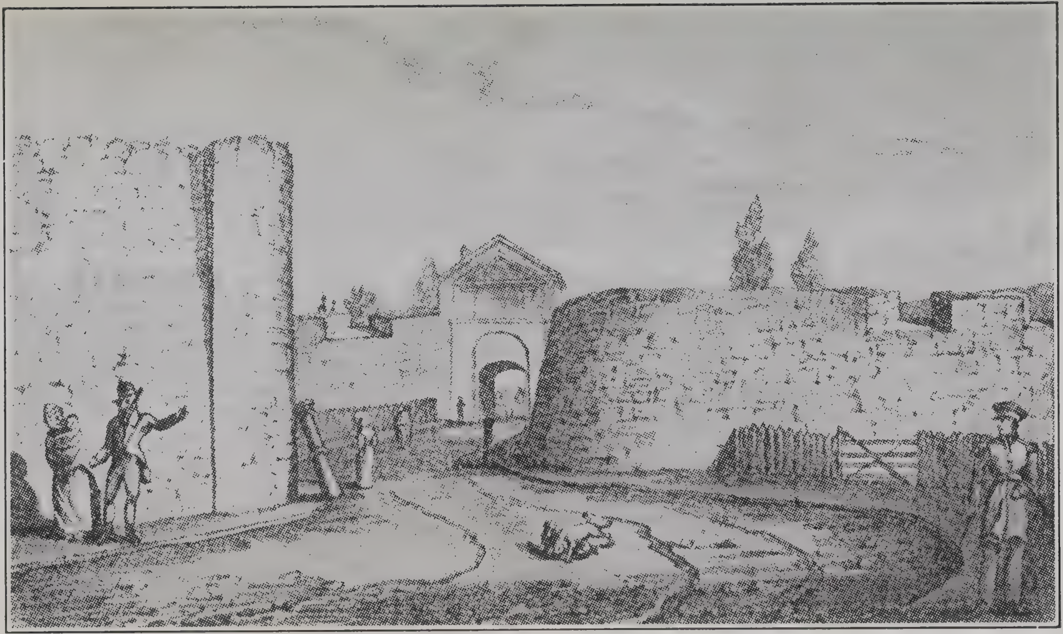
Du Fort street, until recent years, was little more than half its present width and where the Laval monument now stands was occupied by a row of buildings, several of them of ancient date, This short prolongation of Buade street was quite narrow and planked with deals.

Buade street, which derives its name from a former French governor, Louis de Buade, Comte de Frontenac, was much narrower formerly than it is to-day, and the present roadway is built for a distance over what was the first Protestant cemetery adjoining the Basilica. The thoroughfare was widened in 1842, when bodies found in the space were reinterred.

Tresor lane is one of the oldest thoroughfares in Quebec. The treasury office of New France, a substantial stone structure, was located on the west corner of Tresor and Buade streets for generations and as a result the lane was much frequented by officials and others connected with the St. Louis Castle. Thomas Jacques Taschereau, a native of Tours, France, who was secretary of Intendant Dupuy in 1725, was named to the position of treasurer in 1732 and died in 1749.

The district gaol from 1814 to 1867 occupied the building now known as Morrin College, on St. Stanislas street, and in that time sixteen public executions took place. The corner stone of the new gaol building on the Plains of Abraham was laid with imposing ceremony on Friday, September 6, 1861. Mr. Charles Baillairge was the architect and Messrs. Murphy and Quigley the contractors. In digging out the foundations the workmen came across numerous momentoes of the battle fought in that vicinity in 1759. Many French and English soldiers, killed on the Plains, it is thought, were buried in trenches at this particular spot.

Many of the buildings on St. Louis, Ste. Anne, Ste. Angèle, Ste. Ursule, and Buade streets, as well as on the Battery—where General Montcalm once resided—date from an early period in the



As Grande Allee, Outside St. Louis Gate, Looked in the Olden Days.

past century and previous to that time. One house on Ste. Angèle street, at the corner of Dauphine, had the figures 1813 over the main door down to a late period. Mr. de Gaspé, the well known French Canadian historian, resided there for a time.

The large red brick building on Ste. Anne street, from where the Action Catholique is published, was built as a printing office by John Lovell about the middle of the past century. Before being acquired by the present proprietors it served the purpose of a livery stable for years, where the Messrs. Hough carried on their business. In 1829 and for years later the Ottawa Hotel stood on this site.

Previous to the erection of the Cardinal's palace in 1844, when the head of the Roman Catholic church in this city for years occupied apartments in the Seminary, there were several very old-fashioned dwellings, with high pitched roofs, which occupied the ground for generations. Such well known families as the Perthiers, Roberges, Marins, Taschereaus, Babys, de Gaspés, Buchanans, Whites, Hawkins', Stayners, Harkness', Andrews and Finlays, lived in these houses from time to time for many years.

The magazine on the "Ramparts" was built in 1825. This thoroughfare, known as the Grand Battery, was acquired by Governor Murray for military purposes in 1766. Years ago salutes were fired from the guns mounted here, much to the inconvenience of the residents of the Lower Town.

In the basement of the Fisher store, on Fabrique street, there is an immense vault of the French colony days, which is thought to have been a magazine. At all events powder and shells were stored there as well as a quantity of firearms and bayonets, and there were two wells with several chutes. Strong iron doors guarded the place from intrusion at one time, which have been sealed in recent years. General Brock, who commanded the Quebec Garrison in 1807 resided in the old three-story building which stood on this site down to quite recently. General Brock afterwards became famous as the Governor of Upper Canada and the hero of Queenston Heights, who was killed while leading the grenadier and light companies of his own old regiment, the 49th, against the American forces on the morning of the 13th October, 1812, at the age of forty-two. General Brock was buried with military honors in the north-west bastion of Fort George on the 15th October, 1812, at 10 a.m., minute guns being fired, by both friend and foe, from the time the body was removed from Government House until it arrived at the place of interment. The remains were removed to Queenston Heights on the 13th October, 1824.

While making repairs to his three-story building at 21 Garneau street, the late Mr. Lacasse discovered that the ceiling of the top floor was of stone and cement, as hard as a piece of solid rock. The builders evidently resorted to this means to be prepared for an invasion and to make the building shell-proof, so far at least as the upper story was concerned. There is also a massive vault in the basement.

There is a clause in the deed of the Leonard property, situated on the corner of St. John and Palace streets, one of the oldest buildings in the locality, where the statue of General Wolfe is so conspicuously displayed, which provides that the effigy of the general shall be maintained in a niche in the building in perpetuity. An effigy of Wolfe, carved in 1771 for a loyal English butcher named Hipps, who occupied a low building which stood at the time at this corner, to decorate his place of business, by a French Canadian resident named Cholette, was carried off in 1838 by some English middies as a lark, but returned later. The figure now occupies a position in the rooms of the Literary and Historical Society.

St. Joseph and Desfossès streets, in St. Roch's, the former twenty-five feet wide, ran as far as where Crown street intersects them, but the latter thoroughfare was only built on the east side. Indeed, there were few streets or houses west of St. Roch's church in 1840.

St. Valier street is of ancient date, called after Bishop St. Valier, and joined at one time the thoroughfare now known as the Boulevard Langelier, which led down to the General Hospital. Later it was extended. The "Blue" house, formerly located on the north side of the street, some distance further out than where the Sacred Heart Hospital now stands, was the most popular resort for Quebecers at one time, for snowshoeing, driving, dancing and card parties, and was far beyond the city limits. During the invasion of 1775, Generals Montgomery and Arnold had their headquarters near this well-known hostelry and partook of meals there.

Desfossès street was the main thoroughfare of St. Roch's, where the principal stores were located and nearly all the business in that part of the city transacted at one time, while Dorchester street led down to the first bridge built to cross the St. Charles river.

The suburbs of Hedleyville, (now known as Limoilou), Stadacona, etc., were more like poor straggling country hamlets, with wooden shacks, scarcely any sidewalks and streets only in name, half a century ago. Stadacona, in the long ago, was known as Smithville. Wooden ships were built in this vicinity and was the sole industry for years.

The greater number of houses in the Lower Town in the early days were in the vicinity of the Notre-Dame square, known as "La Place" and used as a market, where the buildings were thickly clustered. Sous-le-Fort and Sault au Matelot streets were also important business thoroughfares from the earliest period, while a number of merchants and tradespeople were located on Little Champlain street as well.

The Notre-Dame des Victoires church, originally known as Notre-Dame de la Victoire, facing the Notre-Dame square, built in 1688 on ground granted by the French Intendant to the ecclesiastical authorities in 1685, is one of the most historical structures in Quebec. The church was badly damaged on the 8th August, 1759, during the bombardment of the city by Wolfe's guns from Levis. Six years later extensive repairs were made to the exterior while it was only in 1793 that the interior of the historic sacred edifice was finally completed.

Peter street, which at one time terminated at Sous-le-Fort street, was only secondary in importance to Sault au Matelot. St. Antoine, where it runs between the two former streets, was opened in 1826, while Du Porche street, joining

Notre-Dame with St. Peter, was of some importance in the olden days, however, and much frequented. To reach St. Peter street from this latter thoroughfare at one time it was necessary to pass through a porch in a building that was built across the lane, hence the name Du Porche.

Many of the wharves, as well as warehouses in the Lower Town, have been built on water lots since 1830, at which time the King's wharf, situated where it is to-day, was about the only deep water one on the river front.

The wharf between the Cul de Sac and the King's wharf was extended to deep water in 1835. The old Queen's wharf at the foot of Sous le Fort street was lengthened in 1840. The Champlain market hall dated from 1858 and the breakwater from 1860.

Some sixty odd years ago there were but six berths for vessels drawing eighteen feet of water in the port, Alford's, Gillespie's, Atkinson's, Leaycraft's and the West India wharf. Vessels at one time moored on the site of the present Royal Bank, on St. Peter street, while small craft were made fast to rings in the rock at Sous le Cap street.

The landing place at the Lower Town market, known for years as "La Place", was changed to Finlay Place (Place Finlay), in March, 1838, in memory of Mr. William Finlay, a former merchant of the city who left one thousand pounds to improve the locality. The Finlay Market hall, opposite to which the Levis Ferry boats landed, was demolished years ago.

A battery was at one time located on the King's wharf in charge of a detachment of the Royal

Artillery, while the military authorities operated a forge in this vicinity.

At one time in the history of the city the water flowed up to nearly the doors of the old London Coffee House. When people desired to reach boats moored in the pond known as the Cul-de-Sac, the short steps that lead from Little Champlain street, situated even to-day between two ancient houses there, was one of the routes usually taken. Here market boats and other craft were moored and when the tide was low they were high and dry. Formerly vessels wintered in this locality.

The Napoleon wharf, now Chouinard's, situated at the foot of Sous-le-Fort street, was formerly reached through an arched building, known as the St. Lawrence Hotel.

Where the McCall & Shehyn block now stands, on the corner of St. Peter street and Mountain Hill, there was, as late as 1844, a building used as a convent and school in charge of the nuns of the Congregation, who removed to St. Roch's. The community had resided there from 1686. It is not many years since that there were no such thoroughfares in this district as Dalhousie or St. Andrew streets.

The Trinity House, established in 1803, was also located on St. Peter street, and the Custom House, built in 1833, occupied the building now used by the Marine Department on Champlain street, adjoining the King's stores, built in 1821. As early as 1815 the Custom House was on McCallum's wharf. The Custom House, on its present site, dates from 1860. Bell's Lane dates from 1815.

Many of the leading merchants, carrying on business in the Lower Town, within the early period of the last century, had their comfortable homes in this district as well. One of the finest buildings at one time was situated at the foot of Dambourges Hill and was occupied by a gentleman named Buteau. The best people in Quebec also lived on Canoterie street. On the outbreak of the Asiatic cholera in 1832 the majority of the families deserted the Lower Town for the Cape and Ste. Foye and St. Louis roads.

Some of the most ancient buildings in the Lower Town have massive vaults of masonry in the basements, which, in the early days, were used for the storage of wines imported from France or the beaver and other valuable skins brought to town by the coureurs des bois after a successful hunt.

St. Paul street dates from the early period of the last century and at one time in the history of Quebec, connection between St. Peter and Sault au Matelot streets with St. Charles (now Valier) street and the suburb of St. Roch's, was via Sous-le-Cap street, said to be the narrowest thoroughfare in America, Dambourges Hill and La Canoterie (translated Canoe Landing). Previous to the great fire of 1845 there were many houses on the rock side from near the head of this latter street, as well as on St. Charles and St. Valier streets, to the foot of Glacis street. After the fire this strip of land was purchased by the Government.

The narrow crooked thoroughfare known as Ancien Chantier, which joins Lacroix with St. Paul street, was at one time known as the Ancien Chantier du Roi. This was the road taken over two hundred and fifty years ago, to reach Intendant Talon's shipyard, when the waters of the

St. Charles river flowed up to where St. Paul street now stands. Intendant Hocquart also had ships built in this vicinity in 1732.

Bath street, which connects St. Valier and St. Paul, derives its name, doubtless, from the fact that at the foot of this thoroughfare at one time there was a bath house. At the head of Ramsay street, where the Ste. Anne railway depot is now located, there was a stone breakwater. A shipyard, owned by Messrs. Nicholson & Russell, occupied the remainder of this ground. The small park, presently bounded by St. Paul, Desfossès and St. Roch streets, was also used as a shipyard.

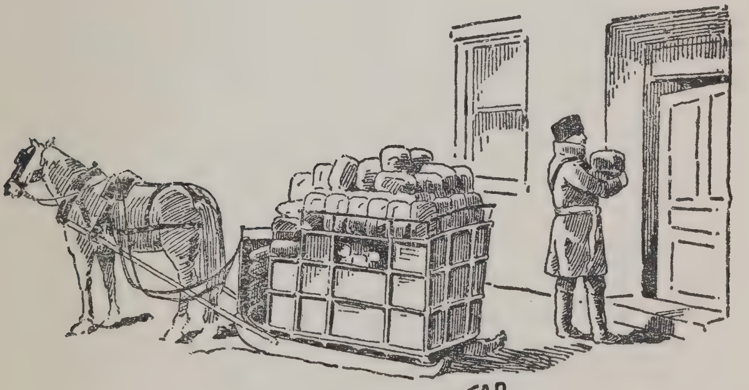
A dispensary for the sick and destitute poor of Quebec was opened in the old Quebec Baths, on St. Nicholas street, opposite St. Paul street, in the winter of 1818. Drs. Perrault, Von Iffland, Frs. de Salles Laterrière and Mercier, well known practitioners in their day, were in charge of the dispensary.

Henderson street dates from the commencement of the past century, called after a gentleman named William Henderson. He was the organizer and first secretary of the Quebec Fire Assurance Co. in 1818 and lived to be 101 years, passing away in Frampton, Dorchester County, in 1886.

The Place d'Orleans, near the old gas works, was a very ancient locality as is also St. Nicholas street.

Previous to the introduction of macadam in 1841 and for years later many of the streets in Quebec were known as planked roads. Among them, in the latter days, were St. Valier, Lachevrotière, Hamel, Trésor and a portion of Buade street. Champlain street, from the Cul-de-Sac to Crescent Cove, near the bridge site, a distance of over seven miles, was planked with pine deals. The deals made a good roadway, but required constant attention. This latter thoroughfare underwent extensive repairs in 1829, when £1,000 was voted by the Legislature for the work.

As a result of the two great fires which destroyed more than two-thirds of St. Roch's suburb on the 28th May, 1845, and nearly the whole of St. John suburb and a portion of the suburb of St. Louis on the 28th June of the same year, a law was enacted by the City Council compelling proprietors of all wooden houses, outbuildings, fences, etc., to whitewash them once every year between the 10th May and the 10th June, or to paint them with two coats of good oil colors every five years. Failure to comply with the law incurred a penalty of ten shillings currency per day for every day the work remained undone. Through the first fire 1,630 houses were destroyed and in the second over 1,300.



DELIVERING BREAD

# CHAPTER III

First Celebration of Midnight Mass.—Early Navigation.—Smoking Prohibited.—Palais Woodyard.—"Sapin" Trees.—Wild Pigeons.—Failure of Harvest.—Snowstorm in June.—Bakers on Strike.—Montcalm's Residence, etc.—Dickens Visit.—Historic Tree.—Soldiers on Outpost Duty, Etc.

IT WAS in 1609 that the name of New France was given to Canada.

The flag of Great Britain was raised the first time in Quebec as a result of the Kirke victory in 1629. It was raised for the second time, following Wolfe's success, on the 17th September, 1759. The arms of the regiments of the line throughout the eighteenth century were the flint lock musket and the bayonet. Sergeants still carried the pike, but for the rank and file this had been abandoned at the end of the seventeenth century. Soldiers were still wearing the queues.

When religious processions took place in the streets of Quebec General Murray, in 1760, ordered the British officers to pay them the compliment of the hat.

The first celebration of midnight mass and the religious observance of Christmas Day in New France, of which there is any record, took place in the house of the Company of One Hundred Associates in 1645.

Talon, the second Intendant of New France, established a line of navigation between Quebec and West Indies in 1668, while there was a lighthouse in the gulf of the St. Lawrence in 1737.

History records the fact that Jacques Cartier sought a refuge in 1541 at Cap Rouge, where the Marquis of Roberval had already fortified himself with the intention of founding a colony. In the winter of 1712 vessels of from one hundred to one hundred and twenty tons were wintered in the Chaudière and Cap Rouge rivers. This latter river, near where it flows into the St. Lawrence, was crossed on a ferry at this date and for years later.

The first horse arrived in Canada from France in 1647 for Governor Montmagny. In the early days of the colony dogs for the most part took the place of horses to draw wood and even the products of the farm to Quebec, dividing the honors with oxen, the latter being very much in evidence in the early half of the past century. Complaint was made as late as 1835 that too many dogs were being used as animals of draught by bakers, milkmen and others.

Lovers of the weed in the olden days had a rather difficult road to travel if one may judge of the law that prevailed regarding smoking from the earliest days of New France down to the time of the conquest. As an illustration, an order was issued in 1676 by the Sovereign Council in Quebec by which all residents were forbidden to smoke in the streets of the town or even to carry a supply of tobacco on their persons. Corporal punishment with the cat-o'-nine-tails was usually inflicted on the guilty ones. It is recorded that a party of English soldiers, from the New England States, captured, no doubt, by Indians and brought to Quebec during the last years of the French regime, who were paroled in a house on Fabrique street, were arrested on the charge of smoking on the street and after being found guilty were sentenced to a term in goal and lost their parole. A resolution was introduced in the municipal council in Quebec in 1845, to prohibit the smoking of tobacco in the open air, within the city limits, but nothing came of the matter.

It was in 1678 that parish cures were first named in the diocese of Quebec.

The old woodyard at the Palais was once owned by Intendant Talon in connection with his brewery and was used as a fuel yard, etc., by the French authorities as early as 1689, when it was ordered that all wood owned by the residents of the town was to be placed there instead of being piled on the streets or in vacant spaces between the houses, as a protection against fire. It was also used as a fuel or commissariat yard from the earliest days of the English occupation, and was well known as such down to quite a late period in the past century, when the property was transferred to the municipal authorities.

An English ship visited the port of Quebec in 1702 and the captain disposed of his merchandise. In 1722 an English vessel arrived in port with a cargo of flour. One of the earliest wrecks on Sable Island occurred in 1746, when the French corvette Legère, of six guns, went ashore in a fierce storm after leaving Quebec with a number of English prisoners who had been detained here.

The practice of placing "sapin" trees to mark the winter roads in the country is a very ancient one in Canada. At quite an early date an ordinance was issued compelling proprietors of land on the highways to bush-mark the roads in winter and thus expedite travel. In 1709 the road from Quebec to Montreal was "balised". The trees were by law ordered to be six feet high and twenty-four feet apart.

Wild pigeons were so plentiful in Quebec in 1727 that they were shot from the doors and windows of the dwellings, the inhabitants scarcely going to the trouble of leaving the house to shoot them. As a result of the danger of such indiscriminate shooting an ordinance was passed prohibiting the use of firearms in the town. In the same year partridge shooting was prohibited from March 15 to July 15. Persons selling, bringing to market or offering for sale any partridges during the close season were liable to a fine of fifty livres on conviction. This law was still in force in 1836. As early as 1831 the Government was paying a bounty of two pounds one shilling for every wolf killed within six miles of any inhabitated place in the Province of Quebec.

The manufacture of beaver hats in New France was prohibited by an ordinance issued in 1736, while Russians were brought out to Canada in the early days of the colony to instruct the farmers in the cultivation of flax, for which a bounty was paid by the French King. The hemp was required for the royal navy.

News of the death of King George 11, which happened October 24, 1760, was received in Quebec on January 26, 1761, via New York. The new king was proclaimed in Quebec on January 27.

There was a mutiny among the soldiers in the Quebec garrison in 1763, following an order that the free rations hitherto granted to the troops as being on active service should cease and a deduction of four pence for each ration made.

The royal proclamation creating the Province of Quebec was published August 10, 1764, eighteen months after the signing of the peace treaty of Paris, terminating the state of war—known as the seven years war—that had existed between England on the one side and France and Spain on the other. General James Murray was named Captain-General and Governor-in-Chief in and for the Province of Quebec November 21, 1763, and sailed for England in 1766 after a service of seven years in Canada. There were less than four hundred English speaking families in the Province in 1767.

The lessees of the King's forges at St. Maurice, near Three Rivers, in 1797 advertised that they had reduced the price of their cast iron goods, such as box and double stoves, kettles and other wares manufactured there, which were sixteen and one quarter per cent lower than goods of the same kind imported from Great Britain. The forges were established by the French authorities in 1732 and here projectiles and other war material were made for years. After the conquest the English authorities leased the forges to private individuals, but no work has been carried on there for years.

111,448 beaver skins, 23,796 martin, 20,237 otter, 11,567 mink, 5,767 fisher, 8,891 fox, 17,417 bear and cat, 249,050 deer, 178,479 racoon, 8,234 wolf skins were among the furs exported at the port of Quebec in 1804.

The master bakers of Quebec went on strike in November, 1809, and refused to bake any bread at the price fixed by the assizes board. The result was that the residents of the city were threatened with starvation.

The failure of the harvest in Quebec district in 1812 almost caused absolute want, not only in many parishes, but in Quebec as well, and in order to relieve the distress the government purchased a large quantity of seed wheat and other grain in 1813. The spring season of 1815 was reported very backward. On the 25th May the wheat sown in the first week of May was only above the ground and trees were not yet in bloom on June 4. On Friday, May 21, ice nearly a quarter of an inch in thickness formed during the night and it snowed all the following day. The failure of the harvest in certain parishes on the south shore of the St. Lawrence below Quebec in 1816, owing to the frost and a snowstorm in June, threatened severe consequences to the inhabitants of Ste. Anne de la Pocatière, Riviere Ouelle, Kamouraska, St. André and Rimouski, as well as at Baie St. Paul, Les Eboulements, etc.

The river St. Lawrence was still free of ice December 2, 1813. On that day the last of the seagoing vessels had sailed out of port. There was not yet sufficient snow for sleighing in the city. Nevertheless several vessels wintered here, one at Wolfe's Cove, another at L'Anse des Mères, three in the Cul-de-Sac basin, where the Champlain market hall once stood, one at By's wharf, one in the river St. Charles and one at Goose Island. Navigation was open between Quebec and Montreal the last week of April in the following spring.

In 1814 there were 1,727 marriages, 7,707 baptisms and 4,601 deaths in the district of Montreal, 658 marriages, 4,045 baptisms and 2,318 deaths in Quebec, and 260 marriages, 1,565 baptisms and 976 deaths in Three Rovers.

The year 1814 was remarkable for two dark days in Quebec. On the 2nd and 3rd July of that year there was continuous darkness, so much so, in fact, that it was necessary to keep candles burning in all the dwellings and stores. During the hours of darkness there were several very severe rain storms accompanied by vivid flashes of lightning and peals of thunder that fairly shook the strongest buildings. The darkness extended to all the parishes surrounding Quebec and as far down the river St. Lawrence as Cap Chat. On account of the darkness vessels sailing outwards and inwards were obliged to come to anchor. It is on record that there were several dark days in Quebec in October, 1785.

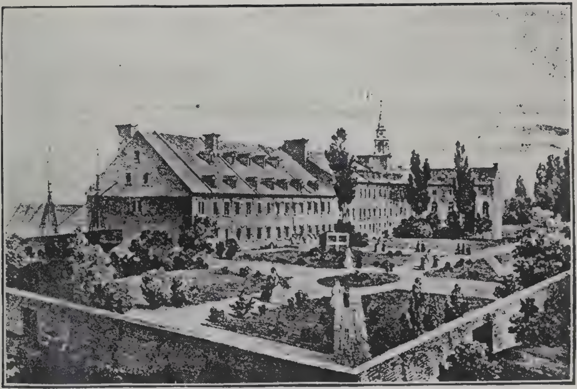
A bill was introduced in the Quebec Assembly in 1815 by Mr. Lee to establish turnpike roads in the vicinity of Quebec, but he was unable to carry it because of the outcry of the farmers and the population of the parishes around the city. Turnpike roads were finally established in Quebec district by an act of parliament in 1841.

In the winter of 1817 the St. Lawrence river was frozen over as far down at St. Valier, twenty-one miles from Quebec, a circumstances that had not happened previously for over fifty years.

Fameuse apples, equal to the best produced on the Island of Montreal, were grown at Charlesbourg, by Rev. Mr. DeBoucherville, parish priest, in the summer of 1820.

A branch of the Royal Humane Society was organized in Quebec in June, 1820. The society was founded in England in 1774, and was given credit at the time for having rescued from apparent death 4,512 persons.

The Montcalm house, on the Ramparts, in which the brave commander of the French army against Wolfe's soldiers lived for some time pre-



General Hospital.—One of Quebec's Ancient Landmarks.

View of the Grand Battery.

vious to 1759, and possibly died there after being mortally wounded on the Plains of Abraham, was offered for sale by the sheriff, Philippe A. de Gaspé, in 1821.

The Magdalen Islands, in the gulf of the St. Lawrence, containing about 51,500 acres of land, the property at the time of Admiral Sir Isaac Coffin, Bart., were offered for sale in 1821. There were upwards of one hundred families settled upon the different islands at the time.

The official news of the death of the great Napoléon Bonaparte, at St. Helena, on the 5th May, 1821, after an illness of several months, was received in London early in July and in Quebec on the 23rd August.

A piece of brass ordnance, four feet in length, supposed to have been from one of Jacques Cartier's ships, wrecked at the mouth of the Jacques Cartier river in 1541, was picked up at that point in 1826 by raftsmen who had sought shelter there for their raft while on the way to Quebec.

The Island of Anticosti was fortified at several points and occupied by four hundred marine artillery in 1831. The military men were employed in not only building strongholds, but houses and other buildings. Provision depots for the relief of shipwrecked persons were erected on the island in 1833.

From the opening of navigation to the 28th November, 1831, nine hundred and sixty sailing vessels with a tonnage of 247,671 arrived in the port of Quebec. The ships brought out 51,728 emigrants from England, Ireland and Scotland, etc., of which over five thousand settled in the

Eastern Townships and one thousand at Valcartier, Jacques Cartier, Portneuf, Deschambault, Stoneham and vicinity. Seventeen sailing vessels bound for Quebec were lost in 1834 and 731 persons drowned.

Churches were first heated by the aid of wood fires, in cast iron stoves, in the year 1832. The first stoves introduced were without the slightest ornamentation and were known as box stoves. Later we had the double-decker and then the cook stoves. Matches came into use for the first time in 1835, but it was years later before the flint and steel were discarded, especially in the country districts.

Great damage was caused in the parishes of Ste. Marie, St. Joseph, St. François, Ste. Claire and St. Henry, in Beauce county, in the spring of 1832 by the overflowing of the rivers Chaudière and Etchemin. Many houses as well as bridges, stables, barnes, cattle, sheep and other live stock were carried away.

A French Canadian giant, who was exhibited in Europe and America, died at St. Jean des Chaillons, Lotbinière County, P.Q., near where he was born, on the 28th February, 1834, after an illness of two months. His height was six feet four inches and his weight 619½ pounds. The coffin in which he was interred was three feet wide and two and a half feet deep.

The first infant school in Quebec was opened in Fleurie street, St. Roch's, in the winter of 1832. It was under the patronage of Her Excellency Lady Aylwin and was non-sectarian.

An experimental farm, with a house sufficiently spacious to accommodate fifty pupils, on the road to Ancienne Lorette, one league and a half from

Quebec, the former residence of Judge Williams, was opened in the spring of 1832 through the efforts of Mr. Joseph F. Perrault and other prominent citizens.

The Siamese twins, Chang and Eng, aged 18 years, born in the kingdom of Siam, were exhibited in this city in 1835.

The house of refuge for destitute people in Quebec was destroyed by fire during the night of March 3, 1837. Of the one hundred and ninety men, women and children inmates, six perished in the flames and several were severely burned.

A bill to prevent duelling in the Province of Quebec was introduced in the House of Assembly of Lower Canada during the session of 1836, but no action was taken. Two well known Quebecers are known to have fought a duel with pistols in 1837, while Montrealers for years later resorted to that method at times in order to settle their differences. Under the French regime duels were often in order.

A gun was fired from the Citadel at ten o'clock every Sunday morning during the year 1837.

With the view of reducing the price of bread, the Quebec Baking Society, a joint stock company, was organized in this city in 1839. The company was capitalized at £5,000, while the shares were valued at £5 each. As a result white bread sold at eight pence for the four pound loaf and eleven pence for the six pound brown loaf.

Photographs by the daguerreotype system were first produced in Quebec in 1840, and then only on bright sunny days.

The first strike recorded among working men in Quebec took place in the winter of 1840, when shipwrights employed in the several yards struck work and demanded four shillings currency per day for eight hours actual work.

The steamer Free Trader arrived in port in July, 1848, from Michigan City, at the head of Lake Michigan, with a cargo of 6,434 bushels of Indian corn for H. J. Noad & Co. The Free Trader was the first vessel direct from the far west to arrive in Quebec, making the voyage of 2,360 miles in eleven days.

Gold was first discovered in the Chaudière in 1823. It was in 1846 that the first piece of gold was found in the Gilbert river, a tributary of the Chaudière, at St. Francis, Beauce County, Que., being picked up by a young girl. In 1849, there was a rush of Quebecers to the gold fields of California.

A bill was passed in the Parliament of Lower Canada in 1832 declaring all persons professing the Jewish religion, being native born British subjects residing in the Province, entitled to the full rights and privileges of other subjects of His Majesty.

From 1836 to 1889 there were two death dealing snow avalanches and five rock slides from the towering heights on which the Citadel stands, and further west, under the brow of the Cove Fields, into Champlain street.

The first ocean steamer making a continuous voyage between Liverpool and Quebec, westward bound, was the ss. Genova, Capt. Paton, which arrived here May 9, 1853. She made the trip in twenty days and on her arrival received a salute from the Citadel and returned it. She was built of iron, a little over eight hundred tons and equipped with sails.

In 1855, for the first time since the conquest, a French war vessel, La Capricieuse, sailed up the St. Lawrence to Quebec.

The first telegraph office was opened in Quebec in 1845. The cable connecting Ireland with Newfoundland was laid in 1857. The first message flashed across the Atlantic was one from Queen Victoria to the President of the United States. The telephone, for commercial purposes, was used for the first time in Quebec in 1878.

Within a period of some twenty-nine years, the Parliament Buildings in Quebec were twice destroyed by fire; the first time in the early morning of the 1st February, 1854, and the second occasion in 1883. Both buildings were situated on what is now known as Montmorency Park, at the head of Mountain Hill.

It took nearly twenty-one hours to reach Montreal from Levis when the Grand Trunk Railway was first opened in 1854. The first locomotive ever seen in Canada was that which ran between St. Johns, Que., and Laprairie in 1836. The first railway on the north side of the St Lawrence and therefore the first into the city of Quebec, was running from this city to Gosford in 1871 The first horse car line was organized in Quebec in 1864.

Seigniorial tenure and clergy reserves were abolished in 1854.

It was on the 25th May, 1857, that the mayor, councillors and citizens of Quebec forwarded a lengthy memorial to Queen Victoria praying Her Majesty to select Quebec as the future seat of government and capital of Canada. The memorial was signed by Dr. Morrin, mayor, after whom Morrin College is called, and Mr. F. X. Garneau, city clerk, the latter one of Canada's ablest French Canadian historians.

While on her regular trip to Montreal, from Quebec, the steamer Montreal was burned just above Cap Rouge, June 26, 1857, when 253 lives were lost.

The river St. Lawrence was frozen over with a clear sheet of ice in January, 1859, when skating was possible, not only across the river, but as far distant as New Liverpool. In the same month of that year there was an intense cold spell of several days, when thermometers registered forty-three degrees below zero in the vicinity of the Plains of Abraham. On the Ste. Foy road Lieut. Ashe, R.N., reported that one day the mercury had fallen to below forty degrees There was an ice bridge opposite the city as late as 1898, when it took on the 22nd January and broke away on the 10th April.

The first train of the Grand Trunk Railway to Rivière du Loup, left Levis July 2, 1860, when a daily service was inaugurated.

The Great Eastern, the largest steamer afloat in the world at the time, arrived in port in 1861.

Some 50,000 Canadians fought in the ranks of the Northern army in the civil war in the United States, and for years later there were many Quebecers drawing pensions from the United States Government as a reward for their services. In all 350 Canadians, thirty-six of them Quebecers, joined the ranks of the Papal Zouaves in 1868 and left for Rome to fight for Pope Pius IX. against Garibaldi.

The Gulf Ports Steamship Company's steamer Bahama, was lost on the 10th February, 1882, between Porto Rico and New York, when eleven Quebecers lost their lives.

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QUEBEC was visited by a world-wide celebrity in the person of Charles Dickens, the great English novelist, in 1842. He and Mrs. Dickens were the guests of Dr. John C. Fisher, King's Printer, who resided at the time on Ste. Anne street, the second building from the corner of Du Fort street. Mr. and Mrs. Dickens arrived in Quebec on the steamer Lady Colborne from Montreal on Friday, May 27, of the above year and left again in the same afternoon for the sister city. They were accompanied to Quebec by the Earl of Mulgrave. The party breakfasted with Dr. Fisher and then proceeded to view the Citadel, where they met with every attention from the officers of the Grenadier Guards, with whom they had lunch. They also visited the Plains and made a tour of the city. Previous to coming to Quebec the celebrated novelist took part in a private theatrical performance at the Theatre Royal, Montreal. The brilliant writer, whose works are read by millions of people throughout the world to-day, passed over to the silent majority on Friday, 9th June, 1870, and was buried in the Poets' Corner in Westminster Abbey, his last resting place being visited by thousands of people annually.

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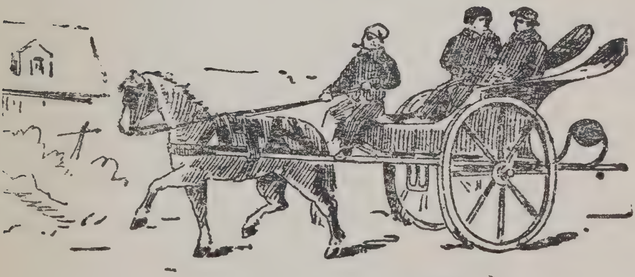
An elm tree of noble proportions and symmetry, under which Samuel de Champlain, the founder of Quebec, is reputed to have pitched his tent and where the Indians held their pow-wows and met the first small band of white men in Quebec for trade and other purposes, stood in the Anglican Cathedral close, formerly the property of the Recollet monks for many generations. Its historic associations were regarded, especially by the French Canadian residents of long ago, with a feeling amounting almost to veneration, while the tree never failed to attract the attention and admiration of all visitors. Indeed it was one of Quebec's chief points of interest for generations. One of the trunks of the cherished relic was blown down in 1845, but without doing any damage to adjoining property, as it fell in the church yard. At this date, although the portion of the tree that collapsed was completely decayed, the greater part remained still standing and was perfectly sound. From the fact of there being a defect in the northern stock it was found necessary to remove some of the branches, but as the two remaining trunks had united in their growth, the greater portion remained as an ornament to the city. The girth of the tree near the ground in 1845 was fourteen feet, one inch. Unfortunately in the following year another portion of the tree was blown down and notwithstanding the care and attention of the church authorities to preserve this venerable "Father of the Forest", not a trace of it is to be found to-day. As a matter of fact its former location is not even known. The third Anglican bishop of Quebec, Right Rev. George Jehoshaphat Mountain, preserved a portion of the tree as a treasured souvenir, from which he had a handsome arm chair made. The chair is still in a splendid state of preservation and surmounted with a beautifully carved coat of arms of the bishop of Quebec. After being in the possession of the Right Rev. J. W. Williams, the father of the present bishop, at his home at the St. Matthew's church rectory for many years, it now occupies a prominent position within the chancel rails of the private chapel at "Bishopsthorpe."

The following inscription—the original written many years ago by Dr. Mountain—is enclosed in a small gilt frame which is hanging on the wall in rear of the chair:—"This chair is made from the wood of an old elm tree which stood in the Cathedral yard and was blown down in 1846. Tradition says that Champlain pitched his tent under it. It is for the bishop of Quebec and his successors."

* * * *

WHILE travelling overland from this city in the direction of Montreal, the Maritime Provinces, or the boundary line of the United States, in the olden days, even to the time of the withdrawal of the Imperial troops from the Quebec garrison, it was hardly possible to proceed in any direction, no matter what route one might take, without meeting with small parties of redcoats in charge of a sergeant or junior officer, performing outpost duty. The soldiers passed a lonely life for months at a time—or until relieved—located as they were, in the majority of cases, in specially erected rude log huts and in many instances with not a neighbor for miles around. In other places the military men were entirely isolated in the wildest part of the country, miles from Quebec, in the Temiscouata road district, hemmed in by mountain and forest, with only an occasional sight of a white man travelling along this route. The only amusement afforded these men while off duty was a hunting trip in the virgin forest or a few hours fishing in a river or lake located near their shelters. In the late fifties of the past century pickets of the regular army were posted at some of the stations along the line of the Grand Trunk Railway, at the time of its building and later. All these precautions were taken with the view of preventing desertions from the army, which were quite frequent for one reason or another. For men receiving less than a shilling a day as soldiers of the Queen with two meals and tired of barrack discipline, the inducement of high wages across the border or as farm laborers in other parts of Canada, seized many with an irresistable desire to take French leave and it required the greatest vigilance on the part of the officers to keep their men under control. During the civil war in the United States large bounties were offered to induce soldiers to join the ranks of the Northern army, and men who deserted the colors and succeeded in passing the guard were assisted across the frontier and promised fabulous amounts for their services, which in may cases they never received, but, instead, the crimps were made rich at the poor soldier's expense. All kinds of ingenious schemes were resorted to by the men to escape the eagle eye of their officers in their desire to desert. It is known were a whole guard at one depot, non-commissioned officers and men, all marched off bodily. One of the number would submit to be handcuffed by his comrades and was marched through the post as a deserter. Men are even known to have put on a sergeant's tunic or sewn chevrons on his coat sleeve and march off his party as if they were going on picket or patrol duty. In their eagerness to secure freedom from the army soldiers dressed themselves in women's clothing and in this manner endeavored to elude the scrutiny of the guards, at times with success it must be admitted. The soldiers on outpost duty, it is recorded, were of great assistance to the civil powers in the olden days, as they often succeeded in capturing prisoners who made their escape from the old gaol on St. Stanislaus street, or of other persons suspected of crimes more or less serious, who were endeavoring to get out of the country or Province, long before the advent of the present modern methods of tracking evil doers with the aid of telegraphy, telephones or fast travelling railways.



OLD CALECHE

# CHAPTER IV

Dufferin Terrace, The Castle St. Louis, Haldimand House and Chateau Frontenac.—Lower Governor's Garden.—Wolfe-Montcalm Monument, Etc.—The Place d'Armes.—Union Hotel and Coffee House.—Recollet Fathers.—Jesuits College, Later the Home of Wolfe's Troops.—French Cathedral.—Ursuline Convent and Hotel Dieu Hospital.—General Hospital and Cathedral of the Holy Trinity. Etc.

QUEBEC's grand promenade is not alone the pride of tourists, but of our citizens as well. It dates from the year 1841, when the ancient Castle St. Louis, situated on a part of the ground where the terrace now stands, at the edge of the cliff, in close proximity to the magnificent monument erected in 1898, to the memory of the founder of Quebec, fell a prey to the flames. The foundation stone of the original fort or castle was laid by Samuel de Champlain in 1620 and it was only completed in 1647 by Governor Montmagny. In 1694 it was almost entirely rebuilt by Governor Frontenac, and enlarged by Sir James Craig, governor from 1807 to 1811, so that for over two hundred years it was not only the seat of colonial government, but the home of illustrious personages under French and English rule. Champlain lived and died—on Christmas Day, 1635—in the fort, but, strange to say, his place of burial in the city remains a mystery. It was from the castle that the twelfth governor of New France, M. de Frontenac — who died in 1698, at the age of 78—sent forth his defiant answer to Sir William Phipps when the latter demanded the surrender of Quebec in 1690 on behalf of the English. The castle was the scene of many festive occasions, including the entertainment in 1787 of His Majesty King William IV, then known as Prince William Henry, third son of King George, who was a naval officer on H. M. S. "Pegasus", the first member of the English royal family to visit Quebec. The Duke of Kent, great grandfather of King George, who served with his regiment, the Seventh Royal Fusiliers, here in 1791-4, was also entertained in this historic building. Repairs to the castle in 1811 cost the government £14,980.

It was on Thursday, 23rd January, 1834, that the castle was destroyed while occupied by Lord Aylmer and family. The fire started at 9 a.m. and continued all day, burning downwards from the third or upper story. By sundown the entire building was a ruined mass and nothing remained of the famous castle, which received slight damage during the sieges of 1759 and 1775, but the blackened walls and foundations. The day was excessively cold, the thermometer registering twenty-two below zero. As a result the hand engines were soon frozen up and the hose and everything connected with them could only be kept in anything like working order by the use of warm water, which was furnished from the breweries and the religious communities.

Lord Durham caused the walls of the castle to be removed and built the first terrace, which was opened to the public by His Excellency's orders in October, 1838, and was called after him for years. It was less than one-quarter of the length of the present promenade, reaching only to within a few feet of the second kiosk. The foundations of the castle in a large measure still remain.

On the 18th October, 1878, the corner stone of the new terrace or extension was laid by Lord Dufferin, and it was inaugurated on the 9th June of the following year by His Excellency the late Marquis of Lorne, who had succeeded Lord Dufferin as Governor-General of Canada, and the name was changed from Durham to Dufferin. At a later period, it was still further lengthened and is now some fourteen hundred feet long.

Two of the Russian guns were placed on the Durham Terrace in 1860.

On the site of the Chateau Frontenac stood the Haldimand House, or Vieux Château, the corner stone of the latter being laid on the 5th May, 1784, by the Governor, Sir Frederick Haldimand. It was used as a vice-regal residence, council room for the Legislature and for other Government purposes. For years previous to its demolition, to make way for the Chateau Frontenac, in 1892, it was occupied by the pupils of the Laval Normal school. This school was inaugurated at the castle on the 12th May, 1857.

In the early days of the past century one of the outbuildings of the once famous Vieux Château actually served the purpose of a civic morgue, while a portion of the main building was occupied as a police station, and the wives and children of several of the policemen resided there. In 1845, fraternal societies, among them the Odd Fellows, were holding their weekly meetings there.

For years previous to the prolongation of the terrace the ground at the west end, from the Chateau Frontenac, was known as the Lower Governor's Garden. At one time it was used exclusively as a recreation ground by the students of the Normal School, but at a later date became a popular resort for the general public. A small stone building, which served the purpose of a guard house, occupied a position at the extreme end of where the terrace stands and is still intact. Here a sentry was posted day and night.

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THE corner stone of the monument to Generals Wolfe and Montcalm, which stands in such a prominent position in the Governor's Garden, adjoining the Chateau Frontenac, was laid on Thursday, 15th November, 1827. The ceremony took place in the presence of Lord and Lady Dalhousie and a large company of distinguished citizens of all creeds and nationalities, as well as the children of the city schools. The troops of the garrison also assisted, as well as the members of the various Masonic lodges. Mr. James Thompson, the last survivor of the army that served under Wolfe, was present as a Mason. Although in the ninety-fifth year of his age, he walked with the party which accompanied the Governor, standing near His Lordship, leaning on the arm of an officer of the 79th Highlanders. Lord Dalhousie called upon the patriarch to assist in the ceremony in the following words:—"Mr. Thompson, we honor you here as the companion in arms and a venerable living witness of the fall of Wolfe; do us also the favor to bear witness on this occasion by the mallet in your hand." Mr. Thompson then, with a firm hand, gave the three mystic strokes with the mallet on the stone. This was the aged veteran's last appearance in public. The monument was completed in September, 1828.

Dr. John C. Fisher, King's Printer, was awarded a gold medal by the Governor-General for his magnificent terse Latin inscription for the monument. Quebec's leading citizens, of all races and creeds, as well as the military men of Quebec, Three Rivers, Sorel, Montreal, etc., were among the subscribers to the monument fund. It was a question at one time of erecting the monument in the lower garden, adjoining the Chateau St. Louis. Previous to the withdrawal of the regular troops the Governor's garden, which was opened to the public by Lord Dalhousie in 1828, was a popular place for band concerts during the summer months.

It was under Lord Aylmer's governorship in 1832 that the first monument was erected to mark the spot were Major General James Wolfe breathed his last on the Plains of Abraham—now the beautiful National Battlefields' Park—on the morning of the thirteenth September, 1759, so soon after scaling its heights, at the age of thirty-three years. An iron railing was erected by subscriptions promoted by Hammond Gowen, the proprietor of the lot on which the monument stood. The column was badly defaced by souvenir hunters and was replaced by a more imposing one in 1849 by private subscriptions from officers of the British army serving in Canada. This one, in turn, was replaced quite recently by a third one of similar design by the Battlefields' Commission. The inscription at Wolfe's death-place is:—"Here Wolfe Died Victorious."

The spot where General Wolfe received his third and final death wound was in front of a redoubt and rising ground, somewhat on the right and in advance of the monument. He was then borne to the rear by his own soldiers and supported against a stone lying on the surface, on the exact spot where the present monument stands. Wolfe's well, which was situated about fifty yards due north from the column, near the Grande Allée, and from where the general was supplied with water when lying faint and dying, has long since disappeared, having been filled up with rubbish in the early period of the past century.

It was in the arms of Thomas Wilkins, M.D., an army surgeon, who climbed the rugged heights and assisted in the engagement on the Plains, that General Wolfe passed away. Surgeon Wilkins died on the 24th April, 1815, two years over the century mark. After serving in this garrison for some time he returned to Ireland and was surgeon of the city of Galway infirmary for many years previous to his death.

Eleanor Job had a remarkable career, more especially for a woman. She accompanied her husband, who was an artillery man, to Canada in 1759, and was known among the troops as "Good Mother Job." She acted as a nurse in every campaign in which her husband was engaged, especially at the battle on the Plains of Abraham, where she is reported to have been particularly conspicuous in her heroic exertions to relieve the wounded and dying. After the death of General Wolfe it was this woman who was selected to prepare the remains for embalment. Her husband having been killed in battle, she returned to her native country at the close of the war and, sad to record, for over fifty years had been a pauper in the parish of St. Giles. She died on the

17th September, 1823, at Church Court, London, Eng., at the wonderful age of 105 years.

The Roman Catholic church at St. Joseph de Levis was converted into an hospital by the English troops and here many of the wounded and dying were treated. It was to this place that the body of General Wolfe was removed after his death and embalmed. The remains were shipped to England on board H. M. S. Royal William, of eighty guns, which sailed at once.

It is recorded that Wolfe's death wound was not received by the common chance of war. Here is the curious story as it was circulated years ago: "Wolfe perceived one of the sergeants of his regiment strike a man under arms—an act against which he had given particular orders — and knowing the man to be a good soldier, reprehended the aggressor with much warmth, threatening to reduce him to the ranks. This so far incensed the sergeant that he deserted to the enemy, where he meditated the means of destroying the general. Being placed in the enemy's left wing, which was directly opposed to the right of the British line. where Wolfe commanded in person, he aimed at his old commander with his rifle and effected his deadly purpose."

It was even reported that the French hero, General Montcalm, did not receive his mortal wound from a bullet fired from an English musket.

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FACING the main entrance of the Chateau Frontenac is located the Place d'Armes, or Ring, possibly one of the best known and most historic spots in Quebec, every foot of which could unfold an interesting story of heroism and romance of the ancient days. It has been used as a parade ground for the troops under the French and later under the English regimes, and as a meeting place for the worshippers at the Recollet church, which stood in its immediate vicinity between 1692 and 1796. In more modern days, in the winter season at least, it was the rendez-vous of the Quebec Tandem Club, organized in 1830, and composed of the leading citizens and officers of the garrison, who indulged in a weekly drive to the Falls or other resort with four-in-hands and tandems. As early as 1656 the Place d'Armes for a time provided a shelter for the remnant of the Huron Indians who escaped the tomahawks and bullets of their ferocious and relentless enemies, the Iroquois, at L'Anse du Fort, on the Island of Orleans. Here they found a safe retreat under the guns of Fort St. Louis. During the troublesome times of 1837-38, under the leadership in Lower Canada of Louis Joseph Papineau, many meetings in favor of responsible government were held in the Ring. It was nearly the middle of the past century before trees were planted and a flag pole erected in this popular resort and any effort made to beautify the spot.

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THE corner stone of the Union Hall, or Hotel, now the D. Morgan block, opposite the Place d'Armes, built by a joint stock company and originally designed as a grand hotel, was laid on the 14th August, 1805, by Hon. Thomas Dunn, Senior Executive Councillor and Administrator of Lower Canada, in the presence of a distinguished company of English and French-Canadian residents. It was leased by the Government for some years at an annual rental of £500, an additional story added, and has been used as a Government building, dramatic hall, for school purposes, as Payne's and St. George's hotels, as a printing office and for other purposes. In 1808 it was the rendez-vous of the prominent merchants of the day in the city who were members of the Barons' Club, where grand banquets were held. The world-wide known midget, General Tom Thumb, born at Bridgeport, Conn., in 1832, at birth weighing nine and a half pounds, as a man fifteen pounds two ounces and twenty-eight inches in height, although perfectly proportioned and handsome, was exhibited in this building during his first visit to Quebec in 1848. The bird like notes of Jenny Lind, the Swedish nightingale, were heard there in 1850 as were other great artists of the past. The Literary and Historical society had rooms there at one time. The Quebec Philarmonic Union gave a musical entertainment in this hotel, on Monday evening, 15th January, 1849, under the direction of Mr. C. Sauvageau, conductor of the Union. The price of admission was two shillings and six pence. The local Baptists, previous to the erection of their church on McMahon street in 1853, used a portion of the building as a place of worship. From 1824 the hotel changed hands on several occasions.

Several of the spacious rooms in this building are said to be still in their original condition as regards wall and ceiling decorations.

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The Recollet fathers, who were the first members of a religious order to reach New France, and played an important part in its early history, erected a small wooden chapel near Champlain's "Abitation," in the Lower Town, close to the present Champlain street stairs, shortly after their arrival in Quebec in 1615. They completed the construction of their convent or monastery, on the banks of the river, known as Notre-Dame des Anges, which they named the St. Charles—the site now occupied by the General Hospital, at the foot of the Boulevard Langelier—in 1621. The property consisted of 106 acres of land and the monks had the privilege of fishing on a frontage of ten acres on the river. This land was owned originally by Louis Hébert, the pioneer colonist in New France.

With the capture of Quebec by the Kirkes, in 1629, however, the Recollets were obliged to leave for France and only returned for the second time in 1670, when they found their monastery in ruins. They decided to rebuild and the first stone of the new one was laid by Intendant Talon on the 22nd of June, 1671, while their church was blessed by Bishop Laval in 1673. It was in 1692 that the Recollets took possession of their new convent and church in the Upper Town, where the Court House and Anglican Cathedral now stand, having transferred the Notre-Dame des Anges property to Bishop de St. Vallier, when the General Hospital was founded, to provide a refuge for the aged and homeless. Many notables, including Frontenac and several other governors of New France, were buried in the crypt of the Recollet church, in the Upper Town, in which sacred edifice Church of England services were held for some years after the conquest by permission of the Roman Catholic church authorities before its destruction by fire in 1796. In this connection the following unique notice appeared in the issue of the "Quebec Gazette" of 21st May, 1767:—"On Sunday next Divine service, according to the use of the Church of England, will be held at the Recollets' church and continue for the summer season, beginning soon after eleven; the drum will beat each Sunday soon after half an hour past ten, and the Recollets' bell will ring to give notice of the English service the instant their own is ended."

After the installation of the Duke of Kent as Provincial Grand Master of Freemasons in Lower Canada in 1792, His Royal Highness accompanied the brethren to Divine service in the church of the Recollet monks, where the sermon was preached by Rev. Brother Keith.

As early as 1616 the Recollets had schools at Tadousac and Three Rivers. They also attended to the spiritual welfare of the Indians, nursed the sick and ministered to the poor. A portion of the monastery of the Recollets in Quebec was at one time, from 1778, used as a debtors' prison, while during the siege of 1759 many of the inhabitants, before deserting the town, to seek a place of safety, stored their valuables there. It was here also that four hundred prisoners were incarcerated at the time of the American revolutionary war.

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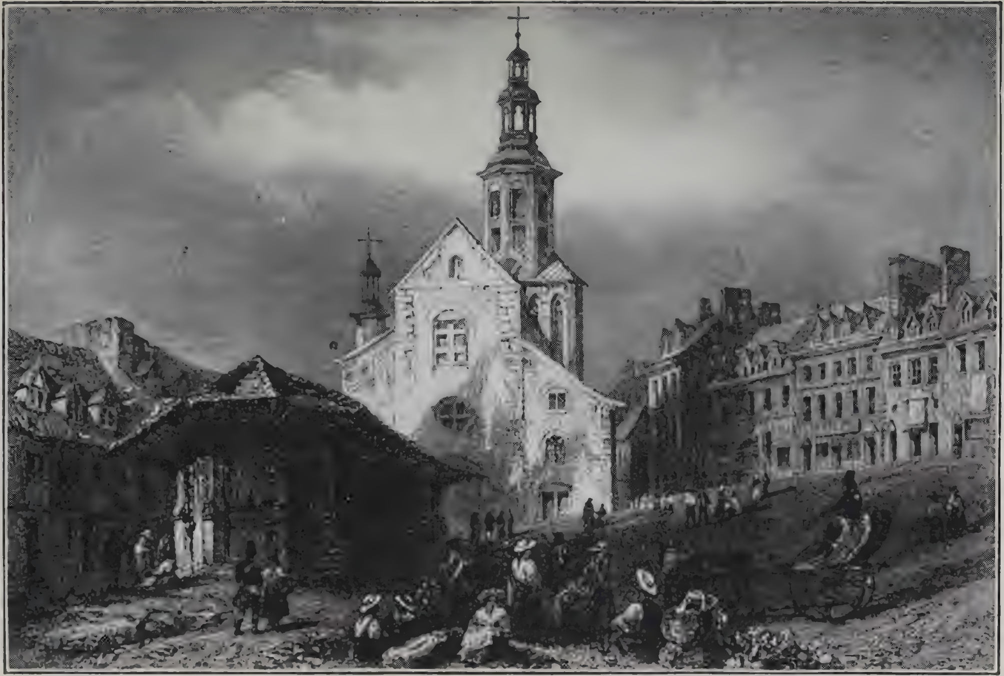
THE first building erected for school purposes by the Jesuit fathers in 1635, ten years after their arrival in Canada, was of wood, of very modest appearance, and served as an elementary school. It was destroyed by fire in 1640. The next structure, a stone one this time, was built in 1647. A third one, erected on the same ground between 1725 and 1730, was the one so well known to the elder generation of Quebecers, which was demolished in 1878, to make way, some few years later, for the present City Hall structure. The college, which occupied four sides of a square and revelled in immense corridors and gloomy passages and vaults, was unable to continue the classical courses started in 1660, after 1768, on account of the small number of fathers who remained in Canada and the diminution in the number of pupils after the departure for France of many wealthy families following the conquest, but continued for some time to maintain a primary school. Governor Murray took possession of a large part of the college in the fall of 1759 for the storage of provisions and in 1776 appropriated another portion for the storing of the archives and for use as officers' quarters and a barracks. From this date, down to 1871, the year the remnant of the British troops in the garrison were withdrawn, many thousands of scarlet tuniced fusiliers and riflemen, in their green shell jackets, made it their home. On the spacious parade ground at the side of the building facing on Ste. Anne street, which was formerly a garden attached to the college and was appropriated in 1807, youths received their first lessons in soldiering at the hands of the over ambitious drill sergeants, often to the delight of the Quebec small boy, who scaled the high stone wall to witness the almost daily parades. It was through the gate on this street that undesirables, drummed out of the regiments, were marched, with buttonless tunics, in a disgraced condition in so far at least as the army was concerned. In a secluded spot at the further end of the square, in rear of the buildings then occupied as commissariat stores and a bakery, for a time later used as the city post office, and now occupied as offices by the Battlefields' Commission and the Christian Brothers Academy, was the place usually selected to administer the cat-o'-nine-tails on soldiers found guilty of crimes calling for such punishment, which was inflicted even in the sixties of the past century.

In consequence of a brief issued on the 21st July, 1773, by Pope Clement XIV, the order of Jesuits, which dated from 1534, was suppressed. The sacred vestments and vessels, as well as two solid silver candle sticks and the skull of Father Brebœuf, the martyred missionary, were handed over to the various religious communities in the city and are to-day among the most cherished souvenirs of ancient times at the General Hospital, Hotel Dieu Hospital and the Ursuline convent.

The first home of the Jesuits in Quebec was situated on the banks of the St. Charles river, at the confluence of the St. Charles and Lairet rivers, near where Jacques Cartier wintered his three small vessels on his voyage in 1535. On the death of the last Jesuit in Quebec, or, for that matter in Canada, Father Jean Joseph Casot, procurator of missions and colleges of the Society of Jesus, on the 16th March, 1800, at the age of seventy-two years, the Government took possession of their property.

The Jesuits returned to Quebec in 1849, after an absence of many years, and took up their abode in the basement of the church of the Congregation, on the corner of D'Auteuil and Dauphine



Upper Town Market Square and French Cathedral, Latter First Built in 1647.

streets. Their present residence, on the latter street, dates from 1856, but for six years after its construction it was used for normal school purposes.

The Jesuits' church, built in the form of a cross, in 1666, and demolished in 1807, was situated on the square known for years as the Haymarket, on Garden street. Church of England services were held for a time in this church.

At the time of the demolition of the Jesuits church, a small leaden box was removed from beneath the main alter It contained the heart of the foundress of the Ursulines in Quebec, Madame de la Peltrie, and had been deposited there in accordance with the terms of her last will.

The Jesuits, who were obliged to leave Canada in 1629 owing to the capture of Quebec by the Kirkes, and returned to the country in 1632, had not only interested themselves in the education of the white youths in the colony, but the Indians as well, for whose evangelization they had many missions, including one at Sillery, near what is now known as Sillery Cove, in 1637. They travelled limitless distances in all directions through the vast and tangled forest as well as over treacherous waters, suffering great privation and martyrdom in their missionary efforts among the savage red men, particulars of which are published in their "Relations." A veteran member of the order, Father Albanel, missionary in the Saguenay district, travelled to the frozen shores of Hudson Bay via the Mistassini and Rupert rivers in 1672, being among the earliest white men to make the long and perilous journey.

In 1832 the revenues from the Jesuits' estates were decreed by the Parliament of Lower Canada to be applied solely to educational purposes, being shared between the Protestants and Catholics. At the date of Confederation, in 1867, the crown estates, including those of the Jesuits, were transferred to the new Federal Government and the latter in turn, in 1871, ceded the property to the Provincial Government. In 1888 an act was passed in the Quebec Legislature by which the sum of $400,000 was paid to Pope Leo XIII as a partial compensation for the property of the Jesuits which had been appropriated by the authorities in 1800, the amount to be expended within the Province of Quebec.

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THE ancient and stately sacred edifice known as the French Cathedral or Basilica, located on the opposite side of the square where once stood the Jesuits' college, dates from 1647 and occupies ground in the vicinity of the first parish church in Quebec, Notre-Dame de la Recouvrance, erected by the founder of Quebec in 1633. The first mass in the Basilica was said on Christmas Day, 1650, but it was not until 1666 that the church was consecrated by the first bishop of Quebec, Mgr. Laval, and opened for public worship. It underwent a restoration in 1745. The church suffered considerable damage in 1759 as a result of the bombardment of the city by Wolfe's artillery from the heights of Levis, when many private residences were also destroyed, and it was found necessary to close the church for a time. Since that date it has undergone numerous alterations and additions. It was in 1847 that the front of the church was altered. Mgr. Laval, who died in 1708, was buried in the crypt of the Basilica, but in 1878 his remains were transferred to the Seminary chapel. Fully nine hundred persons sleep their last sleep in the crypt of the Cathedral. They include the remains of four governors of New France, church dignitaries, (including the ashes of several Recollet fathers), high military officers, judges and many other prominent people of other walks of life in the past. Some of the burials were of French residents who had suffered death at the hands of the Iroquois Indians in the woods surrounding Quebec. The first interment occurred in 1652 and the last one in 1877. Among other persons of note of the early days laid to rest in this home of the dead, as mentioned in the archives, which are well preserved, were Jean Bourdon, one of the leading men of the colony, who died in 1668, and who had four daughters nuns; Dr. Timothée Roussel, surgeon of the French army and original owner of the Chien d'Or building, who passed away in 1700; Claude de Ramezay, former governor of Montreal, in 1724; Nicolas Jacquin *dit* Philibert, who occupied the Chien d'Or building and was murdered in 1748 by Mons. de la Repentigny; Gaspard Chaussegros de Lery, architect of the cathedral at the time of its restoration in 1745, buried in 1756. Noel Voyer, colonel of militia, in 1777; Louis Langlais *dit* Germain, major of the Canadian militia of the district of Quebec, who died in 1798; Father Jean Joseph Casot, last member of the order of Jesuits in Canada, who died in the Jesuits' college, Quebec, in 1800, at the age of 72; Robert Lester, a member of the first parliament of Lower Canada, who died in 1807, while

Hon. Jean Antoine Panet, Speaker for twenty years of the first parliament of Lower Canada, was buried there in 1815. The northern tower of the Basilica dates from 1845.

The Cathedral was destroyed by fire on the night of December 22, 1922.

Adjoining the Basilica stands the ancient seat of learning known as the Quebec Seminary, founded by Bishop Laval in 1663 as well as the Seminary chapel.

Laval University, founded on the 8th December, 1852, by royal charter from Queen Victoria, was built in 1857 and was the first French Canadian university in Canada.

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THE Ursuline nuns, with the venerable Mother Mary of the Incarnation, in 1639, occupied a building in the Lower Town, opposite the Notre-Dame des Victoires church, which was owned by the Company of One Hundred Associates, an extensive trading concern that had a commercial monopoly in New France for thirty-six years, from 1627, and was formed by Cardinal Richelieu, Prime Minister of France at the time. The first monastery of the Ursulines in the Upper Town, founded by Madame de la Peltrie, a wealthy French lady, dates from 1642. It was burned in 1650. A larger building was built and opened in 1652. This structure was also destroyed by fire in 1686, but was rebuilt the following year and the original walls are still standing. From 1712 to 1715 the convent was enlarged. The first chapel of the community dated from 1667, and the second one—entirely rebuilt in 1901—from 1722. In the monastery and chapel are many priceless relics, paintings, engravings and church ormaments, among them the skull of General Montcalm, which is exposed to view in the convent. In the chapel of the Saints is a votive lamp which has been kept burning since 1717. The sisters have conducted boarding and day schools for girls in their convent in Quebec from 1642. At the time of the conquest, when the monastery suffered considerable damage, many of the sick and wounded of Wolfe's army, for the first winter months, were cared for in the lower stories of the monastery, the nuns occupying the third or top flat, while religious services according to the rites of the Church of England were held every Sunday and Wednesday at noon in the monastery chapel for some time for the benefit of the military men. The thanksgiving sermon, to celebrate the English victory, was preached in this chapel on the 27th September, 1759, by Rev. Eli Dawson, chaplain of His Majesty's ship "Sterling Castle." the text being "Therefore will I give thanks unto thee, O Lord! among the Gentiles." The sermon was preached from the pulpit that was within ten or twelve feet of the spot where the remains of General Montcalm had been buried thirteen days previously.

General Murray, commander of the English forces, had his military court in the monastery for a short time and the historic round table at which he and his officers sat in judgment, is still in the possession of the sisters.

It was at this table that the first death warrant under the British regime was signed, in 1763, when a woman named Corriveau was sentenced for murdering her husband. After her death by hanging at the "Buttes-à-Nepveu," on the Cove

Fields, where the executions usually took place in the olden times, the body was placed in a cage made of heavy hoop iron and exposed to view on a pole near the four cross roads at Levis, in the vicinity of the parish church. The cage mysteriously disappeared one night shortly after and was only discovered in 1850 by a grave digger who was at work in the cemetery. Later the cage made its way to T. P. Barnum's museum in New York and all trace of it has been lost.

In addition to other extensive property owned by the Ursuline nuns, they came into possession of the Plains of Abraham in 1667, by purchase from Abraham Martin.

Many notables have been buried in the crypt of the Ursuline chapel from the earliest days, including the remains of General Montcalm, who was mortally wounded in the battle of the Plains in 1759. It is not positively known were the general passed away, on the morning of September 14, at 5 a. m., whether at his residence on the Battery, at the Chateau St. Louis, which stood near the present site of the Dufferin Terrace elevator, or at the residence of Joseph Arnoux, who practised medicine as well as being a druggist and resided on St. Louis street, in an ancient stone building which stood on the ground presently occupied by Mr. P. Campbell, which the older generation of Quebecers well remember. The heroic general was quietly buried at eight o'clock in the evening of the same day that he died in a tomb, tradition says, that was formed in the rock by the explosion of a shell.

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The Hotel Dieu Hospital—or Hotel Dieu du Précieux Sang—was founded in 1639 by the Duchess D'Aiguillon, niece of the once great Cardinal Richelieu, of France. For a short period after arriving in Quebec the "Hospitalières" were settled in the Lower Town, and for some years, from 1641, were located at Sillery, where they ministered to the sick of the Huron tribe of Indians. Later the nuns occupied a building owned by the Company of One Hundred Associates, on ground presently forming part of the Anglican Cathedral close. It was on the 15th October, 1654, that the corner stone of the hospital, on its present site, was laid and the building was consecrated on the 10th August, 1658, since which time it has served the purpose of an hospital, although suffering from fire on several occasions. At a later period several wings were added. Here accommodation was found for a large number of the sick and wounded of General Wolfe's army in 1759. In fact, for some years later it was used as a military hospital. The chapel fronting on Charlevoix street, on the site of the original one built in 1654, dates from 1803. Here, in addition to many beautiful paintings, is exposed to view, under a silver bust sent by his family, the skull of Father Brebœuf, one of the three members of the order of the Society of Jesus, who reached Canada from France in 1625; Father Brebœuf suffered an awful death at the hands of the Iroquois, near the shores of Lake Huron, in 1649, being burned at the stake after undergoing revolting tortures. He had labored for over twenty-two years as a missionary among the Indians previous to his death. The "Cemetery of the Poor" of the Hotel Dieu dates almost from the foundation of the hospital, and among others of note who found a last resting place there was Chevalier de Mézy, Governor of Canada, who died on the 7th May, 1665. A large cross at one time marked his grave. Since its foundation thousands upon thousands of the sick and dying have been received within the walls of the hospital, and been cared for by the sisters, who have a register of all their patients since 1689, together with the place of their birth and of those who died while in the hospital and were buried in the "Cemetery of the Poor" from 1723 to 1867.

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THE General Hospital, located at the foot of the Boulevard Langelier, occupies the ground where the Recollets erected their monastery, known as Notre-Dame des Anges, in 1621. It was on the 13th September, 1692, with the consent of the French King, that the fathers transferred the property to Mgr. St. Vallier, the second bishop of Quebec—who built the first bishop's palace at the head of Mountain Hill, on what in now known as Montmorency Park—and successor to Mgr. de Laval. On the 30th of the same month, the Recollets having taken possession of their new church and monastery in the Upper Town, where the Court House and Anglican Cathedral now stand, the bishop opened the doors of the hospital for the reception of the poor of the city as well as aged priests and invalid soldiers, and later for scholastic purposes. It was on the 1st April, 1693, however, that four "Hospitalières" from the Hotel Dieu took possession and founded the General Hospital, since which date the work of charity has continued uninterruptedly. Several wings were added to the hospital later, in 1711, 1736, 1740 and the last one in 1850. At one time, as early as from 1721, and down to quite a late date of the past century, insane people were placed under the care of the nuns of this hospital. During the siege of Quebec, in 1759, the hospital was crowded with French and English wounded soldiers, in addition to the homeless poor of the city. Accommodation was provided for the sick and disabled military men, not only in every vacant space in the hospital proper as well as the chapel—when masses were said in the choir—but in the barns, stables and other outbuildings attached to the institution. At one time there were no less than four hundred patients under the care of the sisters. After the memorable battle on the Plains one hundred and ninety-three French soldiers died in the hospital, and following the battle of Ste. Foy, on the 28th April, 1760, over three hundred more soldiers passed away there, among them thirty-three officers. Of the hundreds of English wounded conveyed to the hospital, nearly all of them Protestants, those who died from their wounds were buried in a plot situated to the north-east of the hospital cemetery. The community, at the time of the conquest, was under the special protection and care of the English commander-in-chief, and neither officer or soldier, except the sick or wounded and those in charge of them were permitted to proceed to the General Hospital without a passport from the governor or the chief medical officer of the army, Dr. Russell, while the sisters were furnished with food as well as wood by the military authorities. In order to provide the necessary supply of lint and bandages for the wounded soldiers, after the nuns had exhausted their supply, which included the bed linen, tents were cut into pieces for the purpose. In 1775, during the Montgomery-Arnold invasion, over four hundred of the American troops not only provided themselves with a shelter in the hospital, but were also fed. The inmates of the hospital were witnesses of the siege from the hospital windows. The more ancient portion of the institution, including the chapel, has undergone little or no change, and several of the wards are exactly in the same condition as when occupied by the wounded and dying French and English soldiers. One of the small cells used as a sleeping apartment by the Recollet fathers over two hundred years ago is still in its original condition, as is also the room usually occupied by Governor Frontenac when he visited the monastery to perform his religious duties. The body of the founder of the hospital, who died on the 26th December, 1727, in the seventy-fifth year of his age and the forty-third of his episcopate, lies buried on the north side of the chapel, under one of the altars. His memory is revered with a monument on which is inscribed a lengthy epitaph of the deceased prelate. The main altar in the sacred edifice is the original one provided by Mgr. St. Vallier. The bishop introduced the parochial system of fixed curés, which still prevails.

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AFTER the destruction by fire on the afternoon of 6th September, 1796, of the church of the Recollets, where Church of England services were held for some years, the Roman Catholic bishop kindly offered the Anglican bishop, Right

Rev. Jacob Mountain, the use of the Jesuits' chapel in which to hold their religious services. For some years later services were held in this church, located on Garden street, adjoining the Jesuits' college, on the site of which was later built the shambles for butchers, so well remembered by the older generation of Quebecers, but which were demolished when the present Montcalm market hall was built. For some time after the conquest the only Church of England clergymen in the country were the army and navy chaplains, who accompanied Wolfe's troops to Canada in 1759, and they looked after the spiritual welfare of the small civil population of Protestants in Quebec, as well as the naval and military men. They also kept the registers of births, marriages and deaths, but there is no trace to be found of these books, in Canada, as they were usually deposited by the chaplains at Horse Guards, London, when the regiments returned to England. The records from 1768, however, are safe in the vaults of the English Cathedral here. It was in 1760 that the Anglican parish in Quebec was constituted and from that date to the establishment of the See in 1793, the most prominent clergymen connected with the church in this city were Rev. Messrs. Brooks, Ogilvie, DeMontmollen, Guerry and Toosey. The latter was the second authorized Anglican minister in Quebec and was in charge of the parish for some years before and after the arrival of Bishop Mountain, and died in 1797. It was in 1788 that churchwardens were first named and the question of building a church was discussed. While there were six clergymen of the Anglican church in Lower Canada in 1793, one in Quebec, there was but a single church, at Sorel. Protestants at Quebec, Three Rivers and Montreal were obliged to worship, on Sundays at least, in Roman Catholic churches on account of the scarcity of their own sacred edifices. As a result of the absence of churches, in fine weather on Sundays, in the summer season, services for the benefit of the troops in this garrison were held in the open air. For this same reason, in the early days, soldiers who were on outpost duty in the district, were, in many instances, married by the colonels or other officers of their regiments, who publicly read the Church of England service from the book of Common Prayer, using the ring and observing the other prescribed forms.

It was in 1797 that King George III, at his own expense, proceeded to build a "Metropolitan Church,"—now known as the Cathedral of the Holy Trinity—on a portion of the ground formerly occupied by the Recollet church and convent, opposite the ancient parade ground or Place d'Armes. The first stone of the church was laid on August 11, 1800, and the last one on May 1, 1804, while the sacred edifice was consecrated on the 28th August of the latter year. The massive communion plate of twelve pieces of solid silver, beautifully engraved and embossed with the royal arms and the arms of the diocese—which were delivered in 1809—as well as the old pulpit hangings, altar cloths, bible and prayer books were also the gift of His Majesty. The temporal affairs of the Cathedral were hitherto managed by the church-wardens, but, as recorded by Mr. F. C. Wurtele, in his history of the English Cathedral, "in 1832 it was found desirable, that "besides the wardens a vestry of twelve gentle-

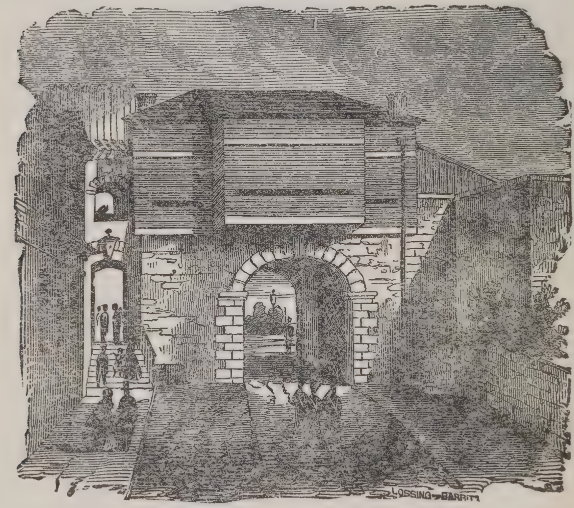
"men should be appointed annually by the congregation, which election took place on the 15th "July, resulting in the first vestry being composed "of Hon. A. W. Cochrane, John Greaves Clapham, "Noah Freer, John Jones, jr., James Hunt, William Phillips, Henry Trinder, Captain John "Sewell, Henry J. Russell, J. Thirlwall, J. B. "Forsyth and Henry Lemesurier, Esqs. The "names of the vestry were directed to be placed "at each entrance of the church and it was also "decided that the vestry do take up the collection "on rotation at every Sunday service, two collectors down stairs and one in each gallery." The Cathedral underwent extensive repairs in 1838.

The rectory, adjoining the Cathedral, dates from 1842, and all Saints' Chapel from 1844.

It was on the 29th June, 1818, that the Duke of Richmond arrived in Quebec and assumed the duties of Governor. While on a visit to the Ottawa district in the following year, he had an attack of hydrophobia and died on the 28th August after a brief illness in a log hut in a hamlet known then as Fallowfield, a few miles from Richmond, in Upper Canada. His Grace was bitten on the chin by a young fox, owned by one of the officers of the household in the Castle St. Louis some months previously while he was caressing the animal and, as stated above, hydrophobia followed. His remains were brought to this city and interred with great pomp and ceremony in the Anglican Cathedral. The body of the first Anglican Bishop of Quebec, Right Rev. Jacob Mountain, who died at "Marchmont" on the 16th June, 1825, at the age of seventy-six, after presiding over the church for thirty-two years, is the only other person buried in the Cathedral.

In addition to many handsome mural monuments in the Cathedral there are the colors of the Sixty-Ninth Regiment, deposited there in 1870.

The bells of the English Cathedral were first chimed on Wednesday, October 20, 1830, having been rung by hand in the absence of ropes. They were the first peal of bells in the country and rang out on the occasion of His Excellency Lord Aylmer taking the oath of office as Administrator of the Government of Lower Canada. Mr. Benjamin Cole, a well known auctioneer and broker in his day in Quebec, who occupied a portion of the old Haymarket theatre, was an expert campanologist, and was in charge of the ringers at the time and for years later. Mr. Cadman was organist and choir master of the Cathedral in 1834.



Prescott Gate (Mountain Hill) Demolished in 1871

# CHAPTER V

Côte de Beaupré.—Cradle of French Canadians.—Wayside Calvaires.—Outdoor Ovens.—The Old Wells.—Montcalm's Arrival.—Flour Mill at Petit Pré, Erected by Mgr. Laval. Chateau Richer.—Sault à la Puce.—Ste. Anne de Beaupré —The Maizerets.—"Chateau Bigot".—Montmorency Falls —Collapse of Suspension Bridge.—Chien d'Or or Golden Dog Building, Etc.

WHO HAS not heard or read of the wonderful shrine of Ste. Anne at Beaupré, situated on the north side of the river St. Lawrence, twenty-one miles below Quebec? Very few people visiting the Ancient Capital, whether Catholic or Protestant, but, naturally, more especially those of the former faith, who can afford a few hours after viewing the many interesting spots in the city, fail to avail themselves of the pleasure of a journey to the celebrated shrine, either in the comfortable steam or electric cars of the Quebec Railway, Light and Power Company or overland in an automobile, etc. It is a trip that is more than replete with interest. In the early days of the French occupation of Quebec, all the country from the Montmorency Falls to Cape Tourmente was known as Beau Pré (written in two words and signifying a beautiful meadow), hence the name the Côte de Beaupré. This district can truly be said to be the cradle of the French Canadians, as it has been settled for nearly three centuries, and a remarkable fact is that lineal descendants of the original owners of the land are still to be found in the several parishes, occupying identically the same well cultivated farms on which their forefathers located on arriving in the colony. The farms, however, in many cases, have been divided and sub-divided, for the benefit of succeeding generations, into mere strips or ribbons in width, but very often several miles in depth, running from the river front into the Laurentian mountains beyond. In 1626, there was already a farm under cultivation with several buildings, at Cape Tourmente, near St. Joachim, owned by Champlain, the founder of Quebec, but the buildings were destroyed by the Kirkes, in 1629, when Quebec was taken from the French. Bishop Laval established a branch of the Seminary at Cap Tourmente and often resided on his farm at St. Joachim, which is still known as the Seminary farm, where the priests of the seminary find rest and recreation. The scenery, while on the journey, no matter in what direction one may look, is of surpassing beauty, on which the eyes of the lover of nature and antiquity never tire to feast, while almost every mile to Ste. Anne is marked by an historical spot, in which the religious or military authorities played an important role in the early days of the colony.

While at one time wayside calvaires were quite numerous, only an occasional one is to be seen to-day in this district. These wooden crosses are often from ten to fifteen feet high, the cross bearing a crown of thorns, the hammer, plane and nails, the executioner's ladder, the Centurian's spear, etc. People in all stages of life, while passing these crosses, either remove their hats or make the sign of the cross. Indeed, it is customary to indulge in silent prayers at the wayside altars, which were at one time erected in all the rural districts, but very few of which, however, remain.

Another very interesting sight along this route is to be found in the few remaining outdoor bake ovens, built of brick, but more often of clay, supported on stone foundations or wooden legs, which have been used for generations by the inhabitants for making the supply of excellent bread for the household, in the ancient days from wheat grown on the farms and ground at the seigniory mills. The familiar French Canadian six pounder was known as the "moccasin" loaf or "pain tourné", and when taken from the oven was fit to place before a king. The process is to light a fire inside the oven and when the whole structure is thoroughly heated the cinders are swept out, the dough put in and the aperture closed, the bread being cooked from the heat of the bricks and clay. The ovens in the olden days were sometimes worked on the co-operative plan, several neighbors using the same oven in which to bake their supply of bread. The mixing and making of the bread is the exclusive work of the women of the household. In the long ago, it was the custom for the head of the house to trace a cross on the loaf with a knife before cutting it, by way of a thank offering. These ovens, like the wayside crosses, are now almost a thing of the past.

The old familiar well, which stood a short distance from almost every rural home, with the ancient arrangement of balance pole and bucket, which were to be seen years ago, are now quite a curiosity, having given way to the rural waterworks.

At one time a portion of the road running along the shore towards Ste. Anne from Quebec, was closer to the river than the present highway, the farmers being obliged to ford the stream below Montmorency Falls, near the present railway bridge, at low tide. This accounts for the doors of many of the ancient low but massive stone dwellings, with high pitched roofs, which are still standing, facing the river instead of the present roadway.

General Montcalm, on his arrival in Canada in 1756, landed at Ste. Anne on account of the contrary winds which delayed his vessel there, and to save time made the journey to Quebec overland, passing through the parishes of Chateau Richer, l'Ange-Gardien and Beauport. In 1759, while defending the city against Wolfe's army, the same general made his headquarters at the latter place, which was already well settled, as it was as early as 1632 that Dr. Robert Giffard, a surgeon in the French army, had been granted the seigniory of Notre Dame de Beauport, he being the first seignior in New France, and he made every effort to settle the district and to have the rich soil cultivated. General Wolfe, with a large force of the besieging army, was quartered for a time at l'Ange-Gardien, only a short distance from Beauport, within sound, in fact, of the mighty cataract known as Montmorency Falls, where, among other places, he had the church fortified against Montcalm's army. A portion of the original sacred edifice is still to be seen. This parish was settled previous to 1636, and what is not only interesting, but an important fact, is that all the registers of the church are still rigorously preserved.

In the year 1691, Monseigneur de Laval, the first Bishop of Quebec, had a flour mill erected at Petit Pré. Although damaged by fire on several occasions the massive stone walls—of not less than three feet and a half in thickness, the building being some ninety feet in length by forty in breadth—remain intact. The habitants of the locality, even to this day, make use of the historic structure to convert their grain into flour, etc. A clause in the deed provides that the mill shall be kept in operation perpetually for the benefit of the farmers of the district. During his pastoral visits along the Côte de Beaupré, Bishop Laval usually occupied a room in the mill, where he also celebrated mass. The little stream at Petit Pré not only furnished the motive power for the mill, but also marks the boundary line between l'Ange-Gardien and Chateau Richer. It is recorded that during the winter of 1660, while on a pastoral tour the Bishop confirmed some one hundred and seventy persons, many of them adults.

It was in the original church at Chateau Richer, in the latter year, that among others, Louis Joliette, who was born in Quebec, and who is given credit for having discovered the Mississippi river, was confirmed. This latter parish is named after an eccentric aged bachelor, who, until his death, for many years, it is said, made his home in quite an unpretentious wooden shack in the vicinity of the church, which was styled a chateau by his neighbors. As a result, for a time the place was known as Chateau-de-Richer, the "de" being omitted at a later period. In

1753, an ordinance was passed authorizing the establishment of a village in the parish of Chateau Richer, with a frontage of four arpents and a depth of four arpents.

The old seigniory mill adjoining the river known as Sault à la Puce, translated "Jumping Flea", named after a very picturesque and quite a lofty falls or series of falls, located within a few acres of the main highway in Chateau Richer, and quite easy to reach, for years stood on the site of the present "Champêtre" hotel, which has been a popular rural hostelry for nearly sixty years and owned by the Lefrançois family. The hotel has been the rendezvous on many occasions for our local snowshoers, notably the members of the Quebec Snowshoe Club, who travelled to this district by rail during the sugaring season as well as for scores of Quebec's leading citizens, whose names are inscribed in the highly treasured old register. Before the advent of the railway, local sportsmen drove the sixteen odd miles to Chateau Richer, which was a famous resort at one time for snipe shooting, and the swampy beach there has yielded as many as four thousand birds in one season. It shared the honors with Ste. Anne and St. Joachim, the latter two places being great resorts for salmon and wild fowl at one time.

The next parish to Chateau Richer is that of Ste. Anne de Beaupré, first known as Ste. Anne du Petit Cap, dating from 1657, and the sixth in order in the colony, the older parishes being Tadousac—at the mouth of the Saguenay river—Quebec, Montreal, Three Rivers and Chateau Richer, has a most interesting history. It has been a Mecca for the Roman Catholic faithful from the earliest days, when the hardy French mariners, among others, scarcely ever failed to make a pilgrimage to the shrine and seek the protection of the "patroness of seafarers" before sailing on their dangerous voyages through the mighty St. Lawrence and across the Atlantic. Indeed, it was the custom at one time for the crews from France and other ports on arriving opposite to Ste. Anne to fire a salute as a token of joy in having passed all danger points in the river before reaching Quebec. In fact, according to tradition, it was some Breton sailors who first conceived the idea of erecting a chapel at Ste. Anne as a thanks offering to the saint for having saved them from a watery grave after being shipwrecked in the St. Lawrence.

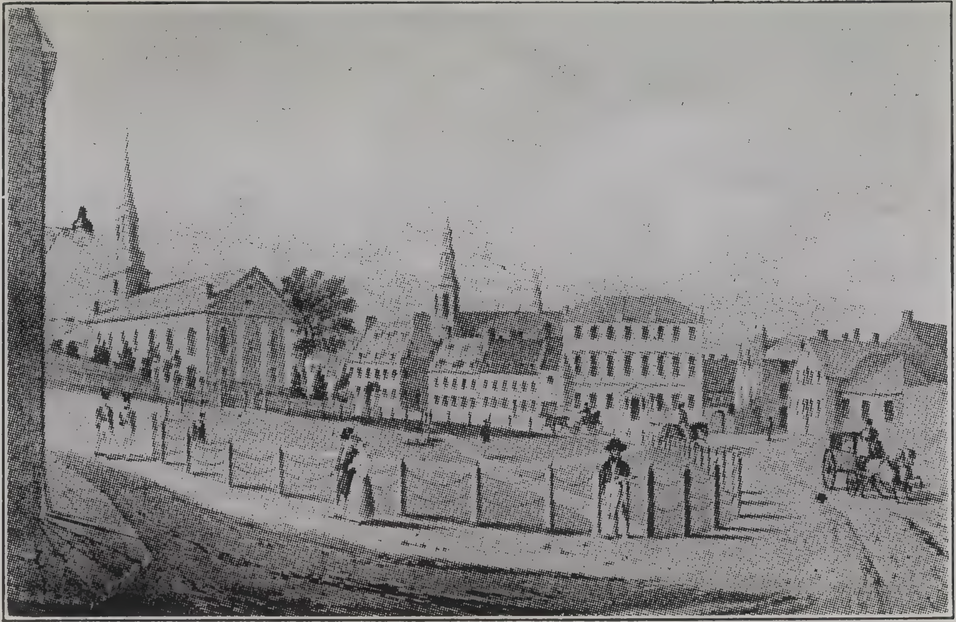
Many notables, including a governor of the colony, the Marquis de Tracy, in 1665, and the first Intendant in Canada, Talon, as well as the first bishop of Quebec made pilgrimages to the shrine of the Bonne Ste. Anne from time to time. The Huron Indians, when but a remnant of this once powerful nation of red men was settled at Ste. Foy, before they finally located at Jeune or Indian Lorette, made pilgrimages to Ste. Anne. Their example was soon followed by other children of the forest, including the Algonquins, Montagnais, Abenakis, Micmacs, Tête-de-Boules, etc. They came from the remotest parts, from the Maritime Provinces to the Great Lakes, in order to make their devotional exercises. The savages are credited with having proceeded from the beach to the threshold of the modest temple walking on their knees, so great was their religious fervor, at the same time reciting their prayers. Many of their dead found a last resting place in the cemetery adjoining the little chapel, which was opened in 1670, and in which rest the remains of over three thousand persons. These pilgrimages continued down to the middle of the past century, when many of the red men, who during the summer season, were accustomed to camp at Indian Cove, opposite Quebec, when they received bounty money and blankets from the Imperial authorities. Joined by others from a distance, they proceeded to the shrine paddling in their bark canoes, by way of the north channel, with their squaws and papooses, together with all their worldly possessions. On arrival they erected birch bark lodges on the shore to shelter themselves during their sojourn of several days, during which time they attended to their spiritual requirements.

The church of Ste. Anne has been noted for miracles from a very early period, as may be judged by a letter written by the foundress of the Ursulines in Quebec, the Venerable Mother Mary of the Incarnation, to her son in 1665, as follows:—"Seven leagues from here, there is a church dedicated to Ste. Anne, in which our Lord vouchsafes to work great prodigies through the intercession of the holy mother of the blessed Virgin. There may be seen the paralytic made to walk, the blind receiving their sight, and the sick, no matter what their malady may be, regaining their health." The first well authenticated miracle, according to the "Annals of Ste. Anne", took place in 1658, when a resident of Beaupré named Louis Guimont, who suffered from rheumatism, was miraculously cured after making his devotions and placing three stones in the foundation of the new chapel. With eight other neighbors, Guimont was massacred by a band of roving Iroquois in 1661.

The first chapel at Ste. Anne dates from 1658, when the corner stone was placed in position by by the governor of New France, M. Louis d'Ailleboust. It was located on a spot opposite the burned Basilica. Before its completion, however, it was found to be too near the river front, being flooded by the high tides in those days, consequently another site was selected on higher ground for the second church, which dated from 1662. This sacred edifice was built of wood and stone and was surmounted with a belfry and bell. The third church, a stone one this time, measuring eighty feet in length by twenty-eight in breadth, built in 1676 by Father Filion, was twice rebuilt, in 1694 and 1787. It was situated on the ground where the memorial chapel now stands, on the north side of the once stately Basilica. The memorial chapel was built in 1878, for the most part from the material of the church which did service for two hundred years, having been used for public worship until 1876, in which year it was replaced by the magnificent cathedral, which was twice enlarged, in 1882 and 1886, and was destroyed by fire in March, 1922.

The famous Basilica, erected as such by Pope Leo XIII, in 1887 and consecrated by the late Cardinal Taschereau in 1889, owed its erection to the generosity of the Roman Catholics of Canada. The church was surmounted by two towers with a chime of four bells and a colossal statue of Ste. Anne. The interior of the church was of marvelous beauty and richness and had a seating capacity for twelve hundred persons, with standing room for as many more. Among the sights in the Basilica were the costly altars, holy table, miraculous statue of Ste. Anne, and other religious statuary, carvings and paintings by master artists, side chapels, the great organ, etc. There were also numerous relics, not only precious but priceless, including the fragment of a finger bone of the patron saint, the latter provided through the efforts of Bishop Laval and exposed for the first time in the Chapel in 1670. On the columns near the main entrance, and in other parts of the church as well, were hung innumerable crutches, walking canes, surgical appliances, sporting outfits, etc., that were, at one time or another for generations past, left by the blind, the halt, the rheumatic, and other sufferers who were cured of their infirmities through the intercession of the saint. Devout worshippers, including the sick and infirm, some of them cripples who were carried in on stretchers or cots, or otherwise assisted by friends, crowded the great sanctuary at almost every mass from an early hour Sunday after Sunday as well as on many week days during the season of travel. The sight of the multitudes, as they silently but fervently pleaded in humble faith for mercy and forgiveness, or to be relieved of their infirmities, was one not soon to be forgotten.

One may be permitted to judge of the fame of this church by the fact that no less than two hundred thousand pilgrims, including not only the faithful of Quebec and district, but from the remotest parts of Canada, the United States and foreign countries worshipped within the religious temple almost every year. At least that was the usual number previous to the outbreak of the war. Many of these people took up their residence even for days at a time at Ste. Anne in order to make their religious duties.



Place d'Armes in 1832.—Showing English Cathedral and Union Hall
(now D. Morgan block) Etc.

Among the throng to be seen at Ste. Anne almost any Sunday all classes and conditions of people were represented. These included men and women of wealth, who journey to the shrine in special palace railway coaches or in luxurious automobiles, driven by liveried chauffeurs, as well as people of humble means, whose ambition can afford nothing better than seats in second class cars. Added to these are the natives of the soil, or habitants, some of them, especially the men of the older generation, with little idea or even desire for modern style, and still wearing the same beef moccasins—bottes sauvages—as were worn by their forefathers in the early days of New France. All, whether rich or poor, have but one object in view, however, that of attending to their religious duties. Once inside the church there was no class distinction, a case of the first come the first to be seated, the remainder being obliged to stand, very often crowding the various aisles to their fullest capacity during the mass, as is usually the case on the feast of Ste. Anne.

Adjoining the cathedral was a spacious treasure room in which were deposited, under the care of the Redemptorist Fathers, who are in spiritual charge of the parish of Ste. Anne, scores of historical relics, including the first gilded wooden statue of Ste. Anne in Canada, brought from France in 1661. It found a place over the main door of the old church, where it remained for two centuries. There was also a collection box, first used in 1663, and an ivory crucifix of the same date, while mass vestments made by Queen Ann of Austria, mother of Louis XIV, date from 1666. In addition there were hundreds of articles, such as medals, watches, bracelets, chains, rings, lockets, etc., presented by prilgrims as tokens of gratitude for favors obtained.

In addition to the very ancient memorial chapel there is another handsome but small structure erected on the hillside known as the Scala Santa—or holy stairs—up twenty-eight steps of which the faithful pilgrims make their way on their knees, all the time engaged in silent prayer and supplication. The holy well is another point of great interest to the pilgrims, as the waters from this spring are given credit for having cured a great number of sick and infirm.

History records the fact that during the invasion of 1759 a detachment of troops under the command of Captain Alexander Montgomery—brother of General Richard Montgomery, killed while attempting to capture Quebec in 1775—devastated the country and the residents were obliged to seek safety in the woods in rear of the settlements.

Previous to rail communication, when there was only an occasional steamboat journey made to Ste. Anne, the farmers of the surrounding parishes, not to mention Quebecers of the Roman Catholic faith, as well as strangers, were obliged to drive to the shrine. Throughout the night of the eve of the feast day of the saint (July 26), it was nothing unusual for the roadway leading in that direction to be fairly congested with the number of vehicles of every description, containing people of all sorts and conditions, who were making the journey to assist at the religious service and perchance seek some special blessing or favor. In fact, it was a continuous procession. As a further proof of their sincerity scores of people, of both sexes, are known to have walked the distance, as, indeed, many of them do to-day, some of them shoeless.

At La Canardière, some distance from the St. Charles river railway bridge, is a long two story house belonging to the Quebec Seminary. It is a conspicuous landmark and known as "Maizerets", called after the second superior of the Seminary, who died in 1721. In 1759 it was strongly fortified by Montcalm's forces. In 1778, the historic old mansion was rebuilt after having been burned to the ground by Arnold's followers in 1775, and in 1850 was enlarged to its present size. Down to the present day it is used as a play ground or resort for the pupils of the Seminary.

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ALTHOUGH the "Chateau Bigot" may, at times, have been the scene of the exploits of the notorious Intendant Bigot, Mr. F. X. Maheux, in the "Bulletin des Recherches Historiques", clearly proves that he never owned it, and that he only occupied it with the permission of his henchmen, Estèbe and DeVienne, the successive owners of the Chateau from the 12th October, 1753, to the 8th September, 1764.

The seigniory of Notre Dame des Anges, within which it is situated, was originally conceded to the Jesuits by the Duke de Ventadour, on the 10th of March, 1626. They, in turn, conceded a portion to Françoise Duquet, wife of Jean Madry, by deed of sale dated the 20th of April, 1659.

On the 28th of October, 1718, Françoise Duquet, then widow of her second husband, Olivier Morel, seignior of LaDurantaye, King's Councillor in the Superior Council, sold, after having been nearly sixty years in possession of the same, the lot she had purchased from the Jesuits in 1659, to Guillaume Gaillard, seignior of the Island and the county of St. Lawrence (Island of Orleans), who declared in the deed of sale that he purchased the property for Michel Bégon, Knight, Lord of La Picardière, Murbelin and other places, King's Councillor in his councils and in the Parliament of Metz, Intendant of Justice, Police and Finance in the whole of New France, etc.

According to the description of the property in that deed, no chateau or seigniorial manor was built on it at the time. It remained in Begon's possession until the 1st of May, 1748, and, after his death in his estate until the 12th of October, 1753, when it was sold, on behalf of such estate to Guillaume Estèbe, who was a King's Councillor and his storekeeper in Quebec.

The house on the lot is described in the deed as follows: "A stone house, two stories high with an attic, fifty feet long and about thirty feet deep, containing a kitchen, drawing and dining rooms, bed-rooms, garrets and cellars. Behind the house is a small kitchen garden and a large orchard with many fruit trees surrounded by a fence, etc. etc."

As the house is described in that deed, one must conclude that it was built between 1718 and 1753. The evidence to the effect that the building of the Chateau Bigot dates back to Intendant Begon's time rests solely on the fact that the census taken in 1667 says: "There was then in the parish of Charlesbourg a dwelling (Habitation), belonging to Mr. Talon". Such evidence cannot be relied on with any certainty, because in the description of property and deeds of concession of that time, the word "habitation" was often inserted although in fact there was no dwelling on the land.

On the 8th September, 1757, Guillaume Estèbe sold the property to François Joseph DeVienne, King's storekeeper at Quebec. DeVienne did not follow Bigot to Europe immediately after the cession of the country, and, previous to his departure, he appointed a priest of the Quebec Seminary, Mr. Sébastien G. Pressard, as his attorney. Finally, on the 8th September, 1764, DeVienne sold the property to William Grant, of Quebec. The property in 1774 was owned by Ralph Gray, in 1776 by Charles Stewart, in 1780 by Simon Fraser, John Lee and William Wilson, in 1805 by Charles Gray Stewart and in 1860 by William Crawford. In 1881 Léger Brousseau purchased the property and it is now owned by the Sisters of Charity.

Bigot never owned the Chateau and only stayed there a short time. Bégon was the owner of the fife of Grand Pré, within which the Chateau was situated, for thirty-five years, and the Chateau was without a doubt built while he was in possession, and its ruins are now called the Chateau Bigot. For what reasons?

Evidently the farmers in its neighborhood must have gradually changed the name of Bégon to Bigot because they probably often saw the latter as a guest at brilliant receptions there, while they and their families were dying of hunger previous to the siege of Quebec. His name, then cursed by them, must have survived that of Bégon through tradition and legends.

This may also have been due to the similarity between the pronunciation of both names.

François Bigot, whose name is mentioned above, succeeded Hocquart as the fifteenth Intendant in Canada having held that important office from September 2, 1748, to September 8, 1760. He had extraordinary powers as Intendant over the affairs of the colony, including its financial and other resources. During his regime of heartless peculation and fraud the inhabitants suffered untold misery and privation. He not only succeeded in robbing the people of their scanty savings under the pretext of conferring a benefit upon them, but made extensive levies on their grain crops and expropriated their cattle as well. As a result of the gigantic system of fraud of every description inaugurated by this notorious character—who, in the meantime, was living in luxury and debauchery at the Intendant's palace—the inhabitants were threatened with starvation, if, indeed, many did not perish from actual want. Bigot was placed on trial in France shortly after the conquest for his dishonesty and was not only condemned to a term in the Bastile, but was compelled to restore a large sum of his illgotten gain.

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Montmorency Falls, so named by Champlain in 1608, in honor of Charles de Montmorenci, High Admiral of France, has been a popular resort for Quebecers for ages. It was here that the Duke of Kent, father of Queen Victoria, passed the summer seasons for the most part while in Quebec with his regiment from 1791 to 1794. The Quebec Tandem Club, in the winter seasons at least, usually made Bureau's, at the Falls, their rendezvous on a Saturday afternoon years ago. Viewing the Natural Steps as well as the falls in summer and sliding down the huge ice cone or sugar loaf—one year being 126 feet high—which formed every winter at the foot of the falls, were among the attractions there at one time. The mountain or cone formed by the spray from the great body of water rushing over the falls in those days was as regular as if formed by an architect. Refreshment booths or cabarets were excavated from the body of the cone by enterprising caterers and here beverages, both hot and cold, as well as strong, were obtainable. A popular drink in this unique resort was the mulled or hot beer.

The towers at the head of Montmorency Falls stand as a monument concerning which very few of our present generation know anything. A suspension bridge once crossed the chasm, but it fell on the morning of the 30th April, 1856, shortly after its construction, and carried down to an awful death a farmer named Ignace Côté, of l'Ange-Gardien, and his wife, who were crossing in a country cart on their way to Quebec, as well as a fourteen-year-old boy named Vézina, who was walking on the bridge towards l'Ange-Gardien. They were near the centre when the structure, almost without warning, collapsed and the unfortunates dropped over 250 feet into the boiling waters below. Nothing was ever heard of the victims, or even the horse or trap, and no attempt has ever been made to rebuild the bridge.

The bridge collapsed, strange to say, the first day it was opened for vehicular traffic, although foot passengers had been crossing to and fro for some time before the fatality.

The falls were known to the old French settlers as "La Vache" (the cow), on account of the resemblance of the foaming waters to milk. About a mile and a half from the bridge, down to a late period, there were what were known as the Natural Steps, but since the building of the dam they are a thing of the past.

Hall's saw mills at Montmorency Falls, many years ago, were reputed to be the largest in the world. There were six mills side by side, on ground now occupied by the textile factory.

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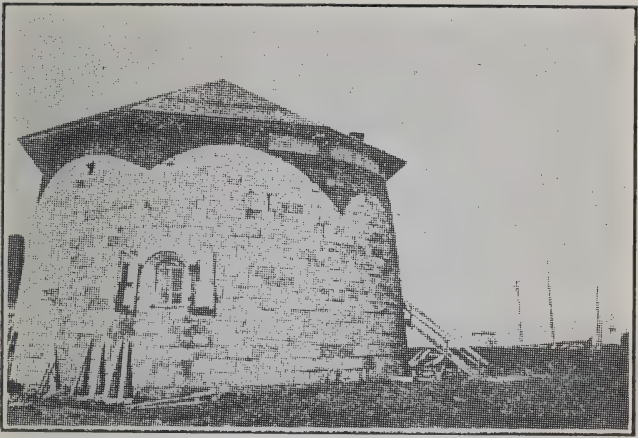
THE city Post Office, erected in 1872, occupies the site of the famous Chien d'Or or Golden Dog building, to which so much romantic history is attached. Underneath the Golden Dog are the following lines:

Je suis un chien qui ronge l'os,
En le rongeant je prends mon repos,
Un temps viendra qui n'est pas venu,
Que je mordray qui m'aura mordu.

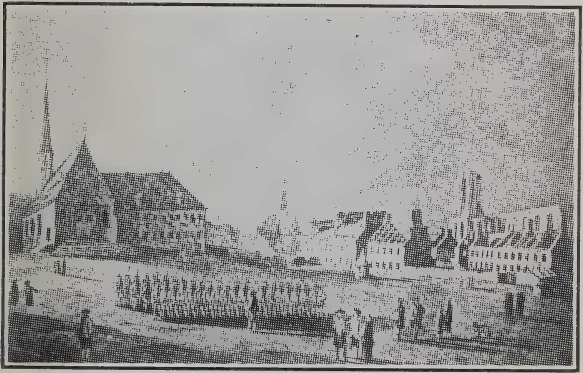
In demolishing the ancient structure, a corner stone was found, on which was cut a St. Andrew's cross between the letters PH. under the date of 1735. On this was found a piece of lead bearing the following inscription:—

NICOLAS JACQUIN,
*dit* PHILIBERT,
M'A POSE LE 26 AOUT,
1735.

It was Timothée Roussel, a leading French army surgeon in Quebec, who secured the ground on Buade street in 1673 and fifteen years later erected a stone dwelling on the site, in which he resided until his death in the Hôtel Dieu Hospital on the 10th December, 1700. In 1734 the heirs of the surgeon sold the property for 8,000 livres



Martello Tower, Once a Military Stronghold.



Church of the Recollets and Place d'Armes Square.

to Nicolas Jacquin *dit* Philibert, a well known local merchant and army contractor, who made extensive alterations and additions and in 1735 placed a plate in the corner stone of the new building recording the fact. As a result of a quarrel, Philibert was stabbed, on Jaunary 19, 1748, and died two days later.

In 1764, five years after the conquest, the property passed into the hands of Philibert's eldest son, who, in turn, sold it in 1768 to François Dambourges, a former well known Quebecer, who was colonel of militia in 1775 and assisted in defeating Arnold in his assault on the town, and after whom Dambourges street is called. Charles Berthelot, another prominent resident of the early days, whose name was given to the old Berthelot market, became the owner of the property in 1771. Some years later the property was acquired by Miles Prentice, who was prevost sergeant with Wolfe's army in Quebec. He kept an hotel and boarding house there, which was patronized by the leading citizens at the time, and by Freemasons, as well as the English officers of the garrison, including Captain Richard Montgomery, of the 17th Regiment, who, in 1775, with the rank of general in the American revolutionary army, met with such a tragic death at Près-de-Ville, near the Cul-de-Sac, while leading an assault on the town.

It was in this house, in the summer of 1782, while the sloop of war "Albemarle," of twenty-eight guns, was anchored in the river that her young commander, Horatio Nelson, later Lord Nelson, the hero of Trafalgar, while attending a ball or other social event, became enamored of a youthful and pretty Quebec belle named Simpson, daughter of Saunders Simpson, who had been attached to General Wolfe's army in Quebec, a near relative of the Prentice family. History tells us that a romantic runaway marriage was narrowly averted, so deep was the young sailor's attachment to his lady love. After her husband's death Mrs. Prentice took up her residence with the Thompson's at the family home, which still stands on St. Ursule street, at the corner of Ursuline lane, and in 1787 sold the property to the local Freemasons. It was here that the brethren held their meetings for a time. The building was inaugurated with an appropriate ceremony, in the presence of Lord and Lady Dorchester, the former being governor at this date, of General Hope, and others, on the 3rd November of the last named year.

In 1790 the property was transferred to Andrew Cameron. By an order of the court in 1804, the building again changed hands, being sold by auction to George Pozer, a former wealthy real estate proprietor in Quebec, who died in 1848 at the age of ninety-five years, his being the second interment in Mount Hermon cemetery. George Alford, who resided for many years in an ancient dwelling that stood on the corner of St. John and Ste. Angèle streets, on the north side, and was well known to the older generations of Quebecers, inherited the property and in 1853 sold it to the Government for a post office.

From the first sale of the building down to the latter date, covering a period of one hundred and nineteen years, the subject of the "Golden Dog" was never mentioned in the various transactions. In his "Historical Journal of the Campaign in

North America," Captain John Knox, who was an officer with Wolfe's army in 1759, and wrote quite extensively not only in reference to the siege, but concerning Quebec generally, failed to discover any significance for the device. Though he made all possible enquiries among the people of the town, many of whom had been acquainted with Philibert, while he was living, as well as his widow and family, no person could vouchsafe any explanation of the design carved on the stone above the door of his dwelling.

Authorities on subjects relating to the ancient days of Quebec, after extensive researches, have failed to discover any trace of a romance or motive for one in connection with the "Golden Dog" emblem, and arrive at the conclusion that it never had the least historical or other value, much less romance, but was rather an odd whimsical move or idea on the part of Surgeon Roussel or Philibert.

It was as a result of a quarrel and being struck by a cane by Sieur Nicolas Jacquin *dit* Philibert, who resided in the house known as the "Golden Dog" that M. LeGardeur de Repentigny, a lieutenant in the marines, ran his sword through the former's body. The quarrel took place at the boarding house of Madame La Palme, on Mountain street, and not in the Chien d'Or building. Two days later Philibert died, his body being placed in the crypt of the French Cathedral, where it still reposes. In the meantime Repentigny deserted the city, but his trial proceeded in his absence. He was convicted of murder and on the 20th March, 1748, condemned to have his head cut off on a scaffold to be erected for the purpose on the public square in the Lower Town, as well as to pay damages to the Philibert family and the costs of the suit. As will be seen the sentence was modified considerably by the concluding words of the judgment, which were as follows:—"And the present sentence shall be executed in effigy, on a picture to be placed for the purpose on a pole in the public square." History tells us that the judgment was duly executed on the same day the sentence was pronounced. The following year Repentigny returned to Quebec and was sent to gaol, but was pardoned by the King on the prisoner's plea that the crime was committed in self defence. To avoid a conflict between him and the Philibert family Repentigny was sent out of Quebec, and served in Montreal against the English in 1759. Later he returned to France and rose to the rank of brigadier-general in the army. He died of apoplexy in 1776, and was not killed by Philibert's son. Previous to his death Philibert generously pardoned his assailant. There is no foundation for the theory that Intendant Bigot was concerned in the tragedy, as he only arrived in Canada eight months after the occurrence, when Repentigny had been condemned and the sentence executed, so that the supposed romance in which he figures in connection with the Golden Dog building is a myth pure and simple.

# CHAPTER VI

Fortifications. — Gates and Martello Towers. — Provincial Government Buildings.—First Marriages in New France. —Quebec's First Lunatic Asylum. — Governor Murray's Farm.—Freemasons in Quebec.—Duke of Kent Provincial Grand Master.—Local Churches.— First Celebration of St. Patrick's Day, Etc.,

QUEBEC'S FORTIFICATIONS were commenced in the year 1823, after a plan approved of by England's great soldier, the Duke of Wellington, and work was continued until 1832, the total cost being $35,000,000, paid by the Imperial Government.

Hope Gate was first built in 1786. It was altered in 1823-32, and strengthened in 1840. It was finally demolished in 1874.

St. John's Gate was first built under Frontenac in 1692 and removed by de Léry in 1720; rebuilt in 1791 and again in 1867; demolished in 1898.

St. Louis Gate was also built under Frontenac. It was rebuilt in 1721 and altered in 1783; again rebuilt in the scheme of 1823-32 and replaced by the present one in 1873.

Prescott Gate was built in 1797, rebuilt in 1815 and demolished in 1871.

Palace Gate was first built under Frontenac, was restored in 1720 and again in 1790. It was rebuilt in 1823-32, and was demolished in 1874.

Kent Gate was built in 1879, Her Majesty Queen Victoria contributing one thousand pounds to the cost, in memory of her father, the Duke of Kent, after whom it is named.

Chain Gate formed part of the work undertaken in 1823-32 and was designed to protect the road to the Citadel, known as Citadel Hill.

Dalhousie Gate, at the entrance of the Citadel, was erected in 1827, during the administration of Lord Dalhousie.

Three forts on the Levis heights were erected by the Imperial Government between 1865 and 1871, but they have never been manned or armed.

There are no French works left anywhere, and the talk of old French works on the Cove Fields is all nonsense. They are the remains of the old British works, made in 1783 and abolished in 1823, the year the present ones were begun.

Old forts were built up above the sky line, visibly commanding the situation, but modern ones, like that at Beaumont, on the south shore, opposite the Island of Orleans, are built into the natural contours of the ground as much as possible, so as not to attract attention and thus offer the enemy a clear target.

The Martello Towers were commenced in 1805, but were not all fully completed until 1823. Originally they were four, but one was taken down in recent years to make way for the Jeffery Hale Hospital extension. Two overlook the St. Lawrence, and the other the valley of the St. Charles. The exposed sides of the towers are thirteen feet thick and diminish to seven feet in the center of the side to the city walls. The first or lowest story contained tanks, magazines, etc., the second had cells for the soldiers, with portholes for two guns, while on the top there were formerly posted five guns, one large and four smaller ones.

A well known authority gives Great Britain's expenditure in Canada for a century and a half at more than $500,000,000 on fortifications and works, and over $1,000,000,000 on the personnel of the army, with another $1,000,000,000 on the naval defence for Canada on the Atlantic and Pacific coasts.

* * * *

THE GROUNDS on which the Provincial Government Buildings stand, on Grande Allée, can be traced back to 1646, when they were owned by one Jean Bourdon, who, in his time, was one of the leading men in New France. Their superficial area is 269,763 feet, English measure. They were purchased from the Government of Canada by the Province of Quebec on the 14th August, 1876, under the de Boucherville administration, for the sum of $15,000, for the purpose of erecting the Legislative and Departmental Buildings on them. They were then known as the "Garrison Cricket Field".

The departmental portion of the structure, the construction of which was commenced in 1877, has been occupied by the public offices since 1880, while the work on the Legislative Building, commenced in 1883, was completed in 1886. The total cost of the Legislative and Departmental Buildings was in the vicinity of two million dollars.

At one time these grounds were a popular resort for cricketers, as well as for old time travelling circuses. It is on record that the Ricket circus, from London, gave performances in this city in the year 1797, having spent part of the summer here catering to the entertainment of our forefathers.

Previous to the erection of the present magnificent block, several of the departments of the Local Government had offices and conducted their business in private dwellings on St. Louis and other streets in the Upper Town.

* * * *

THE FIRST marriage in New France took place in 1617, when Etienne Jonquest was wedded to Anne Hébert at Quebec. It was in 1621 that the first register of births, marriages and deaths was opened in Quebec. The first baptism registered in that year in the parish of Notre-Dame de Quebec was that of a child of Abraham Martin. Many of the entries in the registers are very interesting. For instance, according to the register of the parish of Charlesbourg, under date of October 11, 1725, Anne Jousselet is reported to have been a widow no less than four times. She made her first matrimonial venture in 1677, when she was eighteen years of age. The second marriage took place in 1678, the third in 1698, the fourth in 1712, followed by the fifth husband, who was named Claude Dubreuil, but the year of the wedding is not given. This woman died in 1743 at the age of eighty-four, leaving her last husband to mourn her loss. A resident of Chateau Richer named Jean Baptiste Cauchon, who followed the occupation of a farmer, was equally heroic in the matrimonial sense, and his courage should serve as an example for our present day bachelors. It is recorded in the Quebec register of April 19, 1723, that Jean Baptiste had taken unto himself no less than five blushing damsels. History is silent as to the date of the death of this much married man. In the days of New France—as early as 1670—young people were given every encouragement to marry. Newly wedded couples were not only granted a cash bonus by the king of France, but in many cases were provided with a home together with provisions for six months. According to a decree of 1669, the fathers of families of ten and twelve living children were rewarded with small pensions, the former receiving 300 livres and the latter 400 livres each year. On the other hand, fathers who, without showing good cause, neglected to have their children married when they had reached the ages of sixteen and twenty, were fined by the authorities. Bachelors, by the way, had a rather hard time of it too for neglecting to toe the matrimonial mark in the days of long ago. They were obliged to marry within two weeks after the landing of a shipment of prospective brides from France. Otherwise they were fined and prevented from hunting, fishing or trading with the Indians, or going into the woods under any pretence. In fact, at one time the most important work of the Intendant was to promote marriages in the colony. Of 165 girls sent to Canada in 1670 it is on record that only fifteen remained unmarried the following year. One hundred and fifty more maidens arrived here in 1671 and sixty in 1673, and all, no doubt, found husbands. Soldiers were allowed to leave the service if they married, and not only received their pay for one year, but were permitted to retain their guns and accoutrements.

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DOWN to the middle or the past century people of feeble minds, who were more or less harmless, were usually kept under surveillance in their own homes. Worse cases, without regard to creed or nationality, were given over to the care of the sisters of the General Hospital, in St. Roch's, where there was a special building set apart for their accommodation. Many of the unfortunates, who were dangerous, were held in close confinement in the gaols, where very little care or attention was paid them, at least so far as medical attendance was concerned. It was on the 15th September, 1845, that a temporary lunatic asylum was opened by three well known medical practitioners of their day in Quebec, Doctors James Douglas, Joseph Morrin and Joseph Fremont. The former was father of our late highly esteemed fellow citizen, James Douglas, LL.D., author of "Quebec in the Seventeenth Century," a well known philanthropist, who died quite recently. The asylum buildings at the time were owned by Colonel Gugy, M.P.P., and comprised the ancient manor house of the Duchesnays, an extensive block of stone buildings, and some two hundred acres of land. It was situated at Beauport, not far from where General Montcalm, commander-in-chief of the French army, made his headquarters in 1759. The principal building had accommodation for one hundred and twenty patients with their attendants. The patients under the care of the religious community as well as in the gaol, situated at the time on St. Stanislas street, now known as Morrin College, were removed there and, as a result, one month following the opening of the asylum, there were eighty-two patients under the control of the doctors. In a year or two the property of the late Judge de Bonne, the present site of Beauport asylum, was acquired. It was in this judge's ancient home that many of the Americans, brought to Quebec as prisoners from Detroit, in 1812, were confined. The original structure was of gray limestone, two stories with basement and cellar. The women occupied the west wing and the men the east wing. In this building there was accommodation for two hundred and seventy-five patients. For years past the asylum has been under the control of the Sisters of Charity and has been greatly enlarged with several new wings added. In 1850 there were ninety-three males and eighty-eight females in the asylum.

The Quebec Lunatic Asylum, or better known as Wakeham's or the "Belmont Retreat," was located on the Ste. Foy road for years, in charge of Mr. George Wakeham. Later it became the property of Dr. Mackay. For a lengthy period before being finally closed, it was set apart as an institution for the care of inebriates. "Belmont" was originally known as "Sans Bruit" and was built and occupied by Sir Henry Caldwell, assistant quartermaster-general under General Wolfe in 1759. The first house was burned down in 1798 and was reconstructed in 1800. It was here that Sir Henry died in 1810 at the age of seventy-five years. Hon. James Irvine, who was a member of the Legislative Council of Lower Canada from 1818 to 1829, the latter the year of his death, also resided at "Belmont" for some years. The property was originally owned by the Jesuits and by Intendant Talon in 1670. It was purchased for £500 by General Murray, in 1765, while Hon. William Gregory, the first chief justice of Lower Canada, lived there for a time after the conquest. In 1775, General Montgomery, the leader of the American revolutionary army, while in the vicinity of Quebec, took forcible possession of "San Bruit" as well as the Holland House, also on the Ste. Foy road, for a short period.

Here is a quaint advertisement that appeared in the "Quebec Gazette" on the 14th April, 1768, in connection with the "Sans Bruit" property:—"John King, living on General Murray's farm, at Sans Bruit, having the best pasture for cattle in the neighborhood during the summer, well watered by several runs, informs all those who may choose to send him their cows that they will be well taken care of, and that he will send them cow-herds to town every morning at six o'clock, who will bring them home every evening between five and six. The price will be $2.00 for the summer, to be paid said King on St. Michael's day."

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THE HOUSE of the Golden Dog—one of the best known structures of the past—was the property of the Freemasons in 1787. The building was solemnly inaugurated on the 3rd November of the above named year as the Quebec Freemasons' Hall, in the presence of Lord and Lady Dorchester, General Hope and other prominent personages. Rev. Mr. Spark delivered an appropriate address.

The grand officers of the Ancient and Honorable Society of Free and Accepted Masons in Canada in 1780 were:—Hon. Bro. John Collins, Grand Master; Bro. Thomas Aylwin, Deputy Grand Master; Bro. John Thompson, and Bro. N. A. Kennedy, Grand Wardens; Bro. Charles Grant and Bro. L. Smith, Grand Treasurers; Bro. John Tanswell, Grand Secretary; Bro. John Ross and

Bro. W. Ritchie, Grand Deacons; Bro. John Hall, Grand Standard Bearer; Rev. Bro. George Henry, Grand Chaplain; Bro. Richard McNeil, Deputy Grand Master at Montreal. The Grand Lodge met the first Monday in March, June, September and December at the residence of Bro. Bacon.

In the early days of the past century many prominent French Canadians residents of Quebec were members of the order and officers of the Grand Lodge. Among them were Claude Dénéchaud, who was Grand Master, J. F. X. Perreault, Grand Warden, Pierre Doucet, Grand Treasurer. Louis Plamondon also held office. Among others in the order were John D'Estimauville, Valière de St. Real, R. C. D'Estimauville, W. G. Fluet and P. Laforce. Mr. Dénéchaud was a well known politician in his day and represented one of the city divisions in the Parliament of Lower Canada for many years. He was an officer in the militia in 1812 and commanding officer of a battalion of militia organized in Quebec in 1826 by Lord Dalhousie. He died in 1836.

Mr. Dénéchaud succeeded His Royal Highness the Duke of Kent as Provincial Grand Master of Masons in Lower Canada, the latter having been installed on the 22nd June, 1792. As Worshipful Grand Master Bro. Dénéchaud, together with the members of the order, assisted officially at the ceremony of laying the corner stone of the Wolfe-Montcalm monument in the Governor's Garden on the 15th November, 1827.

There is absolutely no proof that there was a lodge of Freemasons in Quebec in 1755, but immediately after the conquest several lodges were instituted by the officers and men of Wolfe's army in the garrison. As early as 1762 there were six lodges. Hon. Colonel Simon Fraser, a well known officer of Wolfe's army, was Provincial Grand Master in 1760, being the second to hold the office. The previous year the festival of St. John the Evangelist was duly observed by the members of several Freemason lodges in the garrison. The "Sun" tavern, located on St. John street, and kept by Miles Prentice, was a resort for the Masons. A banquet was held there on the festival of St. John in 1764. Later Prentice removed to the Chien d'Or building, where he conducted a tavern and boarding house. For some years this place was known as Freemasons' Hall. The Freemasons occupied a hall on Ferland street, at one time known as St. John's church, and later as the Temperance Hall.

After the installation of the Duke of Kent as Provincial Grand Master in 1792, His Royal Highness accompanied the brethren to Divine service in the church of the Recollet monks, when the sermon was preached by Rev. Brother Keith.

It is interesting to note that each of the three local lodges—Albion, St. John and St. Andrew's—have been in existence for over a hundred years, Albion Lodge for over a century and a half.

The Grand Lodge of Quebec dates from 1869.

The corner stone of the Masonic Hall, on Garden street, was laid with imposing Masonic ceremony at 3 p.m., on Tuesday, 6th August, 1861, by James Dean, Provincial Grand Master of English Masons, followed in the evening by a banquet at Russell's Hotel. Colonel J. F. Turnbull acted as Grand Director of Ceremonies on the occasion, and was the last survivor in Quebec of the hundreds of members of the order who took part in the proceedings. The architect for the building was Edward Staveley and the builders Messrs. S. and C. Peters. The first directors of the Masonic Hall Association were Messrs. James Dean, Wm. Eadon, George Veasey, Weston Hunt, S. J. Dawson, Siméon Lelièvre, George Thompson, with H. P. Leggatt as secretary.

History tells us that the Grand Lodge form of organization in Freemasonry was effected in London in 1717, with the old avowed principles of charity, brotherly love and mutual assistance. Freemasonry was introduced in France in 1775. The first American lodge was founded in 1733. A form of Freemasonry originated among the highly skilled artisans and builders of the Middle Ages, and modern Freemasonry grew out of that. Writers on Freemasonry, themselves Masons, affirm that it has had a being "ever since symmetry began and harmony displayed her charms." It is traced by some to the building of Solomon's Temple; and it is claimed that the architects from the African coast, Mohammedans, brought it into Spain about the ninth century.

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THE Anglican See of Quebec was established in 1793, in which year the newly arrived bishop, Right Rev. Jacob Mountain, D.D., father and founder of the Anglican church in Canada, was welcomed by all classes of the community, including the Roman Catholic Bishop. It was four years later that King George III, at his own expense—after plans prepared by two officers of the Royal Artillery—proceeded to build a "Metropolitan Church," now known as the Cathedral of the Holy Trinity, to which reference is made in a separate article in this book. From the earliest days of the occupation of Canada by the British, Protestants worshipped in Roman Catholic churches, at least at Quebec, Three Rivers, William Henry—now Sorel—and Montreal, in this Province, and Kingston, in Upper Canada. Religious services according to the rites of the Church of England were held every Sunday and Wednesday at the hour of noon in the monastery chapel of the Ursuline Convent in Quebec for some time. The Anglican congregation also worshipped in the church of the Recollets, which stood on the site of the present court house, and in the Jesuits' church, built in the form of a cross in 1666 and demolished in 1807. This latter church was situated on the square later known as the Haymarket, on Garden street, where, in the memory of the older inhabitants, there once stood the wooden shambles for butchers.

It is on record that the Kirkes, who captured Quebec in the name of King Charles I. of England on the 20th July, 1629, had a Lutheran chapel in New France at that time.

The Presbyterians worshipped for a time in the chapel of the Ursulines, but it was in the Jesuits' College that their memorial service for General Wolfe was held. From 1759 to 1807 the congregation regularly worshipped there, and later, until 1810, in a room in the first regular court house since the conquest, built in 1804. Rev. Robert MacPherson, a chaplain of the Fraser Highlanders, who took a prominent part in the battle of the Plains of Abraham, conducted the services for some time, being succeeded by a Rev. George Henry, and Rev. Alexander Spark. In

1802 a petition was addressed to King George III. praying that a lot of ground be granted to the congregation upon which to erect a place of worship and was signed by 148 persons. It was in 1808 that the ground on which St. Andrew's church as well as the Kirk hall and manse stand, was granted by His Excellency the Governor-in-Chief, Sir James Henry Craig, by Letters Patent, to Rev. Alexander Spark and Messrs. J. Blackwood, D. Munro, John Mure and John Paterson for the purpose of erecting a place of worship for the residents belonging to the Church of Scotland. The work of constructing the sacred edifice was started in the same year and the corner stone laid with an imposing ceremony. Services were held for the first time on Friday morning, 30th November, 1810—St. Andrew's Day—with Rev. Dr. Spark as pastor. This gentleman died suddenly on Sunday, March 7th, 1819, after taking the service and preaching in the morning. Rev. Dr. James Harkness assumed the pastorate at St. Andrew's church for the first time on Sunday, 4th June, 1820, until September 1835, and was succeeded in 1836 by Rev. Dr. John Cook, still well remembered by the older generations of Quebecers. Rev. Dr. Cook was ordained at Cardross, Scotland, on the 27th December, 1835, and sailed for Quebec via New York early in February. He arrived here on April 30th, 1836, and preached his first sermon on the following Sunday. The present popular pastor, Rev. Dr. A. T. Love, B.A., has had charge of the congregation since 1884.

The church underwent extensive repairs in 1824, when the pews rented from £5 to £12 per annum.

St. Andrew's school, now the Kirk Hall, was a flourishing scholastic institution in 1831, when there was an attendance of over one hundred. The manse dates from 1837.

On Monday, 24th, June 1816, the festival of St. John the Baptist, the local Freemasons marched in procession from their hall to St. Francis street—now Ferland, called after Abbé Ferland, the Canadian historian—and assisted in laying the corner stone of St. John's church or chapel, which was built by the Congregationalists, and was opened for divine service in April of the following year. Rev. George Spratt was the first pastor and was succeeded in 1821 by Rev. Mr. Purkis, of England, and later by Rev. T. Atkinson.

The Congregationalists, who for some time worshipped in the old Haymarket theatre building, built another church at the corner of Palace and McMahon streets, on the site of an hotel known as the Mansion House, now the headquarters of the Salvation Army, the corner stone having been laid July 29, 1840. For some years previous to being closed Rev. Mr. Powis was the pastor of the church.

From about 1840 to 1853, the congregation of the present Chalmers' church worshipped in St. John's chapel with Rev. Mr. Clugston in charge, followed by Rev. W. B. Clark, who was the first pastor of the handsome church which still stands at the head of Ste. Ursule street. Shortly after being opened, the church was the scene of riot and bloodshed. The visit of a former Italian priest, named Gavazzi, to the city on June 6, 1853, furnished the occasion for considerable ill-feeling between Protestants and Irish Roman Catholics, which culminated in a small riot on the evening in question while the ex-priest was denouncing the former faith of himself and that of his forefathers from the pulpit of this church.

The St. John's church building was at one time known as the Freemasons' Hall, then the Temperance Hall, used as a meeting place by various local societies as well as a dance hall until finally converted into private dwellings.

Methodism saw its birth in Quebec in 1806, when Rev. Mr. Bangs, a visitor from the United States, held service in an attic of the Freemasons' Hall. A permanent society was formed in 1807 by Rev. Samuel Coates, with John Shea as steward and Peter Langlois. It was in 1814 that Rev. Richard Williams instituted the first regular British Wesleyan mission and Sunday school and in 1818 organized a missionary society in connection with the congregation. It was during Mr. Williams pastorate that the Wesleyan chapel on Ste. Anne street—which cost $7,000.00—was opened for public worship, on Sunday, April 20, 1817. The building committee included Messrs. Shea, Levallée and Langlois. The chapel was extensively repaired and a school room in the rear erected at a cost of £600 in 1836. The church, which was found too small for the growing congregation, was abandoned and the new church on St. Stanislas street built at a cost of about $60,000. The corner stone was laid on Wednesday, May 31, 1848 and it was dedicated on Sunday, October 7, 1849, by Rev. Dr. Ritchie. Mr. E. Staveley was the architect and Messrs. Peters, McCormick and Kemp the contractors. A Wesleyan chapel, a small place of worship on Champlain street, opposite the present Marine department offices, was opened for public services on Sunday, October 24, 1830, but was abandoned on account of the rock slides in that vicinity years ago. In 1839, the centennial year of British Methodism, a chapel or meeting house on Artillery street, known as the Centennary chapel, was opened. It was destroyed during the fire of 1845. The original trustees of the Methodist church, so far as known, were Dr. Douglas, James Dinning, Joseph Louis, Martin Ray, Peter Langlois, William Hunt, W. S. Henderson, George Henderson, James Tibbits, William Withall, W. C. Henderson, Captain Dawson, J. McLeod and Samuel Alcrow. In later years Messrs. W. J. Bate, R. Middleton, Henry Glass, Thomas Hethrington, A. D. Webster, John Shaw, W. Brown, George Matheson, William Shaw, John Alexander, William Ellis, Samuel Paxman and G. R. Renfrew were prominent members of the congregation.

St. Matthew's church, on St. John street, dates from about 1823, when services were held on Sunday evenings by Rev. George J. Mountain, who was archdeacon of Quebec at the time, in a small wooden building, which stood on the site of the present church. Presbyterians were also permitted to hold burial services in the chapel, which in addition was used as a residence by the caretaker of the old and long since abandoned Protestant cemetery. In 1830 need was felt for greater church accommodation and accordingly an addition was added consisting of a kind of a transept. This building served as a church for the congregation during the next twenty-three years, until finally burned down in the great conflagration that swept through St. John suburbs. A small wooden building served the purpose of a chapel until 1848, when the corner stone of a new sacred edifice was laid with imposing ceremony by the Bishop on the 25th July, 1848, and on the 29th April of the following year, the church, a plain stone structure, was opened for service. At this date Henry Jessopp and Charles N. Montizambert were the church wardens of the parish and Benjamin Cole and Charles Wiggs church wardens of St. Matthew's, while the clergyman in charge was Rev. Armine W. Mountain. The church was enlarged several times since and the tower and spire date from 1882. The present rector, Canon Frederick George Scott, C.M.G., D.S.O., late senior chaplain of the First Canadian Division, C.E.F., was inducted by the Bishop in May, 1899.

Trinity Church, situated on St. Stanislas street, was opened for divine service on Sunday, November 27, 1825. It was built by Hon. Jonathan Sewell, then Chief Justice of the Province of Lower Canada and President of the Executive Council. It was known at one time as the Chapel of the Holy Trinity or the "Chapel of Ease" to the Cathedral and from 1868 until the withdrawal of the Imperial troops in 1871 served as a garrison chapel. From that date it remained closed until 1877, when it was reopened by Rev. S. J. Sykes, since which time it has been known as Trinity church, and is the property of the congregation, who, among other privileges, have the right to select their own rector. Among the marble tablets in this church the one to the founder is a particularly fine work of art and cost $3,000. Rev. Edmund Sewell, a son of the builder of the church, was the minister in charge for many years, and since it was acquired by the present congregation such well known members of the Anglican persuasion—in addition to Rev. Mr. Sykes—Rev. Messrs. Kerr, Noble, Bareham, Etherington, Watkins, Thompson and Beverley have been rectors. The present incumbent is Rev. J. H. Barnes

St. Peter's church, on St. Valier street, at the foot of St. Augustin street stairs, dates from 1842, but was rebuilt the year following the great fire of 1845. A private dwelling in St. Roch's was used as a chapel, the first service being conducted by the Archdeacon of Quebec on Sunday, August 24, 1834, while one flat was occupied as a home for male orphans belonging to the Church of England. St. Peter's was known in the early days as a French Protestant church because it was designed to provide services for Guernsey and Jersey families resident in Quebec, of which there were quite a large number at one time. Rev. M. M. Fothergill and Venerable Archdeacon Balfour were rectors of this church for some years.

St. Paul church, better known as the Mariners' chapel, in Champlain street, stands on ground at one time known as Munn's Cove and was consecrated by the Bishop of Quebec on the 23rd June, 1832.

The first Anglican church in Levis was built in 1811-12 at the corner of Notre Dame and Wolfe streets. The present church, known as Holy Trinity, was consecrated on the 7th July, 1850.

The Irish Roman Catholics, in the early days, worshipped in the Basilica, known then as the Parish church, and later on in the church of Notre-Dame des Victoires in the Lower Town. The first known religious reunion of Quebec's Irish Catholic residents took place on St. Patrick's

Day, 1819, when they assisted at High Mass in the Church of the Congregation, or Jesuits' church, on d'Auteuil street, which was built two years previously. The Redemptorist Fathers took charge of St. Patrick's parish on the 29th September, 1874, Father Burke, C.SS.R., being the first rector. St. Patrick's church, on McMahon street, was dedicated for public worship on the 7th July, 1833, when the first mass was sung. Rev. Father McMahon, who was one of the most prominent clergymen of his day in Quebec, was the founder and first priest in charge of St. Patrick's. He was held in such high esteem by his Protestant fellow-citizens, that they not only subscribed to the building of the church, but raised a subscription and presented him with several hundred pounds towards the purchase of the first church organ, which was surmounted by an emblematic figure of Erin with har harp. The organ, an imported one, was used for the first time at Divine service on Sunday morning, July 9, 1837, when the pastor of the church, in his sermon, made an acknowledgment in pleasing terms, of the liberality of the Protestant population of Quebec, to whom the congregation were indebted for the splendid instrument. Father McMahon died at the St. Patrick's Presbytery on the 3rd October, 1851, at the age of 56 years and was buried in the church. A marble tablet is erected to his memory on a pillar facing the pulpit in the sacred edifice. St. Patrick's presbytery, on St. Stanislas street, dates from 1854.

In the early days of the past century members of St. George's, St. Andrew's and the Irish Protestant Benevolent Societies assisted in the processions organized by the St. Patrick's society to celebrate St. Patrick's Day in this city.

# CHAPTER VII

Craig's Road.—The Work of British Soldiers.—Townships Surveyed.—Hardships Suffered as a Result of the Absence of Roads.—Early Settlements in Quebec and Other Districts.—The Temiscouata Portage.—Valcartier and other Parishes.—Excursions in the Early Days.—Crossing the St. Lawrence in Canoes, Etc.

SEVENTY-FIVE miles of road was cut through the primeval forest in 1810, by four hundred regular soldiers of the Quebec Garrison, under the command of Lieut.-Col. Robertson, when a first class carriage road was completed from Quebec to the village of Shipton, now known as Richmond, Que. The thoroughfare through the forest, which, as yet, for the most part, was uninhabited, was generally fifteen feet wide, free from all stumps and other embarrassments, and consisted of no less than one hundred and twenty bridges of different dimensions. Of these twenty-four spanned large streams and the Craig bridge —named in honour of Sir James Craig, Governor of Canada, from 1807 to 1811—built over the Becancour river, was said to be of excellent workmanship. Of the hundreds of troops engaged in the undertaking, not a single man died of disease or deserted. On their return to town in October of the above year, the officers and men composing the working force received the thanks of the military authorities for their splendid work. It was considered the most important undertaking since the conquest, as the free and easy access to such a beautiful and fertile country as the Eastern Townships would provide the necessary supplies for a growing population such as Quebec was having at that period in the city's history.

On Tuesday, July 31, 1811, working parties from the different regiments in the garrison at Quebec, to the number of about two hundred officers and men, again left Quebec, this time to open a road from St. Giles through the townships of Leeds, Inverness, Halifax, Chester and Tingwick, to Shipton, on the St. Francis. The road from this latter place communicated with other roads to the United States.

Further repairs were made to the Craig Road by military men, in 1817, when the carriage way was made eighteen feet wide with a ditch three feet wide on each side. Bridges were also constructed, including a solid wooden one over the Etchemin, near the river St. Lawrence, in the parish of Levis.

Between 1796 and 1814, and even at an earlier period, hundreds of townships had already been surveyed throughout Lower Canada, especially in the Eastern Townships. It is estimated that between the above dates no less than 2,203,709 acres were granted, many public officers being rewarded for their services by the government with extensive grants of lands, which for years remained uninhabitated. The officers and men of the army and navy who served in North America in 1759-60 as well as those who assisted in defending Quebec during the blockade of Montgomery and Arnold in 1775-76 were rewarded with grants of land for their services. Field officers received 5,000 acres, captains 3,000 acres, subalterns or staff officers, 200 acres, and privates 50 acres each. The same thing occurred after the war with the United States in 1812-14. As already said, there were no roads between the various settlements, few inhabitants, and little progress in the way of cultivating the fertile farms was made for years later.

On account of the absence of passable roads in many parishes of the Eastern Townships in the early days of the past century, the settlers of these districts endured not only great hardships in an effort to sustain themselves and their families, but suffering as well. The people who had made their homes in this part of Lower Canada as farmers were not only denied means of easy communication with Quebec at the time, but were without doctors to administer to their medical needs, or clergymen to perform the marriage ceremony, baptise their children, give them religious consolation while living or to bury their dead. A letter signed by "A Poor Farmer", dated at Shipton, December 4, 1811, appeared in the "Gazette" of January 2, 1812. The writer complained that in the township of his dictrict there were two thousand children living without baptism, upwards of six hundred men and women living together without lawful marriage and that the greatest number of their people had not for ten years heard the word of God on the Sabbath day. As for the dead, they were disposed of in the same manner that most people dispose of a favorite dog that dies, by placing the body under a tree. The people were also without doctors. It was ail due, the writer said, to the lack of roads.

At the request of the inhabitants of the village of Shipton, which was the termination of the Craig's road, permission was given in 1818 to change the name to Richmond, by the then Governor, the Duke of Richmond.

Sherbrooke, which dates from 1818, is called after Sir John Sherbrooke, who was governor of Canada at the time, while Lennoxville is called after the Duke of Richmond and dates from 1819.

Frampton Township, in Dorchester County, was first inhabited by settlers from Ireland in 1816 through the efforts of Messrs. William and Gilbert Henderson, former prominent residents of Quebec.

The first settlements in Stantead, Brome, Shefford, Compton, and Richmond counties, in the Eastern Townships, were made about 1795, after the war of Independence, by families from Massachusetts, Vermont and New Hampshire, many U. E. Loyalists. The first settlers via the St. Lawrence, reached Leeds, Inverness, Thetford, Ireland, Tring, Eaton, Stanstead, and other settlements in 1802. The first of the Gaelic people from the Island of Lewis, off the north-west coast of Scotland, arrived in Quebec in 1836, many of them settling in Megantic and Compton Counties. The first English settlers in Canada had a free passage afforded them from the United Kingdom, and were provided with rations and tools on their arrival in the country. In 1816 rations and tools were furnished two thousand immigrants who came out at their own expense. When the immigrants arrived too late in the fall to proceed on their journey to the Eastern Townships and elsewhere, they were obliged to remain in Quebec all winter and were furnished with shelter and rations by the Quebec Emigration Society, an organization that worked under the patronage of the government. Our forefathers, in seeking their new homes in Lower or Upper Canada, made the passages in wooden vessels, many of them tubs, known as emigrant ships, and suffered untold hardships while on the voyage across the Atlantic, being doomed to subsist on the coarsest food and live between decks for not days, but weeks, at a time.

In the spring of 1834 alone, no less than seventeen vessels were lost at sea or wrecked in the gulf, as a result of which over seven hundred lives were lost.

The early English speaking settlers in this district, both men and women, for the most part, at least those without means, were obliged to trudge on foot many miles from this city to their new locations. While the men cleared the land with the aid of an axe, hoe and spade, the women planted seed potatoes and sowed a little buckwheat as well as a few garden seeds among the still smouldering stumps in the forest.

Many of the French Canadian settlements in the district of Quebec, date from a very early period of the French occupation, some from 1632. In 1713 there were already eighty-two villages along the St. Lawrence which were established as parishes. The earliest settlers from all parts of France who reached Canada, as a rule, built their modest houses, with overhanging eaves, clean whitewashed walls and gaily painted doors and windows, along the banks on both sides of the river, where they located themselves, and where many of their descendants are still to be found, occupying precisely the same farms. In his "Historical Journal of the Campaign in North America", Captain Knox, who was an officer in Wolfe's army, says that from Isle aux Coudres, some sixty miles below Quebec, to Montreal the country on both sides of the St. Lawrence was so closely settled then as to resemble almost one continuous village.

In 1822 Ste. Anne had a population of 750, St. Joachim 620, St. Ferreol, 410, Chateau Richer 1,045, L'Ange Gardien 607, Beauport 1,558, Charlesbourg 1,407, Ste. Foy 702, St. Henri de Lauzon 3,314, St. Joseph de Levis 4,224.

While the parishes surrounding Quebec were being opened in different directions in the early days of the colony, it was necessary to have roads to keep up communication between the various centres. Between 1709 and 1713 the public road from Levis to Kamouraska, on the south shore, and one from Quebec to Montreal, on the north shore, were laid out. The work of road making was performed by day labor by the militiamen and inhabitants of the various parishes under the direction of military officers and a "Grand Voyer" or road master. Proprietors of land adjacent to any of the roads under repair were obliged to funish six days "corvée" labor of one man and one horse with a cart. Although stages ran between Quebec and Montreal in 1721, it was not before 1730 that a good carriageable road was opened between the two towns. With a single horse the 180 odd miles were usually covered at this date in four days.

On the journey between Quebec and Montreal in the ancient days there were twenty-four post houses, situated at convenient distances from one another, where travellers were accommodated with bed and board. Each post proprietor, who also carried the mails, was obliged to have a number of vehicles and be ready in a quarter of an hour during the day and one half hour at night after they were demanded by the traveller.

Drivers were obliged to travel at the rate of two leagues an hour.

In 1809 the time required to reach Montreal from Quebec was two days and the part of a third. The price for travelling between Quebec and Montreal one hundred years ago ranged from two to three pounds, the former for an open seat and the latter for a back enclosed seat. Children under seven years were carried at half price. Passengers travelling under ten leagues in a caleche or cariole with a single horse were charged one shilling and three pence per league. Twenty pounds of baggage per passenger were carried free. The stage for Montreal at one time left George Cosser's Neptune Inn, opposite Notre Dame street, in the Lower Town, on Tuesdays, Thursdays and Saturdays and from Clamp's Coffee House, Montreal, for the Ancient Capital on Mondays, Wednesdays and Fridays.

Travellers were carried to Montreal in the Green line stages in 1837 for six dollars and to Three Rivers for fifteen shillings.

The rate for travelling from Quebec to Haverhill in 1811 was six pence per mile and from the latter point to Boston six cents per mile.

The first regular stage coach between Montreal and Kingston was established in 1808. The fare for passengers was $18 with twenty-eight pounds of baggage allowed each. The stage fare from Quebec to Toronto as late as 1850 was usually $30.

In 1835 Samuel Hough had a stage line between Quebec, Kennebec and Boston in conjunction with a Mr. Spaulding and the journey was made in four and a half days, and to New York in a little over five days.

Mr. Hough, who conveyed His Lordship the Earl of Gosford from Quebec to Boston in March, 1838, accomplished the return journey in a little more than three days and a half. In 1842 the stage was still in operation and Mr. Hough made a claim that he could reach the "Hub" in two and half days.

As late as 1852 there were two opposition stage lines between Quebec and Montreal, carrying passengers and mails. They were known as the "Blue" and "Red" lines and were operated by Messrs. Hough and Gauvin respectively. The tandems left Quebec daily, winter and summer, at five a.m. and usually reached Three Rivers the same evening at seven o'clock. Here it was necessary to remain until the following morning at 7 o'clock, when the journey was resumed, and, barring accidents, all would arrive safe and sound in Montreal before 8 o'clock the same evening The entire distance was covered in about twenty-eight hours, which was considered very fast time, at this date, especially when it is taken into consideration that a delay of ten minutes or more was necessary every fifteen miles in which to change horses.

In 1835 a movement was started to build a railway line from Quebec to Portland, in which a number of prominent merchants of that time in this city were interested.

The road known for years as the "Temiscouata Portage", was the route followed from the earliest days of the French regime by the civil and religious authorities, in order to reach the Maritime Provinces overland from Quebec, and of which mention is often made by writers of the ancient times. It was a mere path, however, for generations, without shelters or any other means of protection for the travellers, who tramped the distance on snowshoes if in the winter. It was only in 1783, when by order of the governor, Sir Frederick Haldimand, that the route was made at all passable for horses and vehicles. Under the supervision of Jean Renaud, who was the "Grand Voyer" or road master for the district of Quebec at this date, with the assistance of militia men and other residents of the parishes bordering on the south shore of the St. Lawrence, a fairly good road, twelve feet wide, was made to the Maritime Provinces, the road starting some miles this side of Rivière du Loup. The distance of the overland route from Levis to Halifax, which for many miles was a dense forest, intersected with lakes, rivers and swamps, as well as steep ridges of mountain land, with very few settlers at any time in its history, their homes being separated by long distances, was 627 miles. In 1813, under the direction of Captain Destimauville, the "Grand Voyer", the route was greatly improved, when ditches were made on both sides of the road, and bridges constructed over many of the streams, so that travelling was not only made with much greater ease, but with more comfort and speed, than formerly. From 1812 to 1837 English troops made the overland journey from the Maritime Provinces to Quebec on many occasions both in summer and winter. As late as 1867 a large detachment of artillerymen made the journey from New Brunswick to Levis on foot.

Valcartier, in the ancient seigniory of St. Gabriel, some fourteen miles distant from Quebec, is the parish in which the great military camp

is located. It was at this picturesque training ground that so many Canadian heroes, who have given up their precious young lives on the battlefields of France and Flanders, experienced their first lessons in military work before going forth to do battle with the forces of the enemy on foreign soil in 1914. The property was ceded to Surgeon Robert Giffard in 1647. As early as 1632 Surgeon Giffard had been granted that of Notre Dame de Beauport and he was the first seignior in New France. St. Gabriel later became the property of the Jesuits and on the death of the last member of the order in Quebec—Jean Joseph Casot, in 1800—the property passed over to the Government. The parish of Valcartier, through the efforts, among others, of Hon. John Neilson and Hon. Andrew Stuart, was first settled in 1817. Some of the earliest inhabitants were United Empire loyalists from the State of Connecticut. Later English, Irish and Scotch settlers, among them many battle-scarred British army veterans, sought their homes in the dense forest in this locality. With the greatest difficulty and much labor they cleared the land and started farming, scores in the back ranges, miles from any habitation, on the north side of the Jacques Cartier river, forming the Abraham and other settlements and here many descendants of these pioneer agriculturists are still cultivating the soil, and, like their forefathers, living in peace and harmony. Previous to 1814 Valcartier was unknown except to the Huron Indians or coureurs de bois. The parish in 1824 had a population of 512 souls, among them the Wolffs, Nicholsons, Nelsons, Sweeneys, Imries, Kerrs, Berrys, Whites, Good-fellows, Leddys, Mathers, McBeans, O'Neils and Corrigans. Other well known families were the Billings, Abrahams, Jacks, Fitzimmons, Irelands, Rourks, Maddens, Atkins, Davidsons, Fitzpatricks, Pattons, Thompsons, Browns. In 1833 there were Roman Catholic and Anglican chapels and a Scotch clergyman in the parish. Hon. John Neilson, one of the founders of the parish, who died in 1848, is buried in the Presbyterian cemetery at Valcartier.

Lake Beauport had a population of 105 in 1821. St. Catherine's, in Portneuf County, was first settled by English speaking people in 1820, as was Bourg Louis. Another well known community settled by English speaking people was Stoneham and Lake St. Charles in 1824. In 1793 a Church of England clergyman named Toosey, who was rector of Quebec, had a handsome and commodious dwelling with outhouses built on an elevation near the Huron river, at Stoneham, with a large parcel of ground cleared, but his efforts to locate settlers from the north of England there at the time were not successful. This parish, it is recorded, was one of the first surveyed in this Province after the conquest.

Laval dates from the first quarter of the past century.

In fifteen years the population in the various new English speaking parishes in this vicinity increased by four thousand.

Although settled for years previous, the parish of St. Joseph de Levis, which comprised what is now known as Lauzon, Bienville, Levis, etc., is the oldest parish on the south shore, having been canonically erected on the 18th December, 1647. The parish was established civilly on the

3rd March, 1722, by an ordinance of the Sovereign Council. Notre Dame de la Victoire, commonly known as Levis, was detached from St. Joseph and civilly erected in 1852. This parish played an important part in 1759, as Wolfe not only maintained an hospital in the church at St. Joseph, but bombarded Quebec with his artillery from the Levis heights.

Beauport, L'Ange Gardien and Chateau Richer were settled previous to 1640, but were only canonically erected in 1684. The residents of Chateau Richer had a parish priest to look after their spiritual welfare in 1661. Ste. Anne de Beaupré was a mission from 1661 to 1702, but it is on record that settlers were located there a few years after the arrival of Champlain. The parish was canonically erected in 1684.

Charlesbourg was first settled in 1660 and the parish dates from the 26th September, 1693.

Ste. Foy became a parish in 1698, and while the Jesuits maintained a mission for the Indians at Sillery in 1636, that parish was only detached from Ste. Foy in 1855.

L'Ancienne Lorette was canonically organized in 1673, but three years previous the Jesuits had a mission there for the Huron Indians, and followed the red men to Jeune Lorette in 1697.

Ste. Famille is the oldest parish on the Island of Orleans—which measures six miles in breadth and twenty-one miles in length—having been erected in 1661. St. François, St. Jean, St. Laurent, and St. Pierre were founded in 1679 and Ste. Petronille in 1872. The first settlement on the Island dates practically from 1615 and in 1666 there was already a population of 471. In 1651 the Hurons found a refuge there from their murderous enemies, the Iroquois, and the locality once inhabited by the Hurons, a little cove near the ferry landing at Bout de l'Ile, where several large wooden ships were built in the early part of the last century, still bears the name of the "Anse du Fort". Wolfe's troops disembarked near the church at St. Laurent on the 27th June, 1759, and marched up to the extremity of the Island nearest to Quebec with a military force which were placed under canvas and sundry redoubts constructed. It was from this point that Wolfe first looked upon the Citadel, from which the French flag waved and which stronghold he was shortly to besiege. From here was projected the attempt in July to storm the Beauport heights near Montmorency, which proved so disastrous to the English. Throughout the campaign a camp and hospital were maintained there. While the majority of the inhabitants sought a refuge at Charlesbourg, the military men had strict orders from their commander not to damage or desecrate church or other religious property in any manner. The Island of Orleans was at the mercy of the American invaders in 1775. The first baptismal act was recorded at Ste. Famille in 1666, the first marriage in 1667 and the first burial in 1669. The sisters of the Congregation maintained a school there as early as 1685, and have continued to teach ever since, while the French Government had a navy yard at the Island at one time. In 1858 the beach on the north side of the Island, near the point facing Quebec, was selected as a range by the military authorities for practice with field guns as well as rifle, where matches were held on many occasions. A field on the top of the hill was leased and occupied as a camping ground for the officers and men while there. Later the ranges were located on the Beauport flats, years before the Levis site was selected.

The majority of the French Canadian parishes were civilly erected in 1722 by the Sovereign Council, subject to the approval of the Governor.

The valuable records of each parish, from the date of establishment, including the births, marriages and deaths, are in the safe keeping of the parish curés, and a second copy deposited in the Provincial archives.

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OUR FOREFATHERS a century or more ago were not too badly off as regards travelling, at all events when it is taken into consideration that they were afforded the opportunity to make the journey from Philadelphia, known as the Quaker City, to the Ancient Capital in less than five successive days by stage and steamer. What is more, passengers could sleep comfortably while en route to Quebec, so well was the arrival and departure of the stages and steamers arranged, on scheduled time, while the total cost for the journey was forty-seven dollars, not a large sum by any means, even when the value of money in those days, when millionaires were few and far between, if known at all, is taken into consideration. Such expedition in travelling at the time was believed to be unequalled on the globe and had the effect of not only stimulating trade between the two countries, but of popularizing tourist travel as well.

In 1816 travelling from Philadelphia to New York, a distance of ninety-six miles by steamboat and stage cost $10 and the time occupied in making the journey was thirteen hours. From New York to Albany, a distance of one hundred and sixty miles, it took twenty-four hours and the cost was $7. From Albany to Whitehall, N. Y., a distance of seventy miles, by stage, the fare was $5, with $3 for other expenses, making a total of $8, while the time occupied for the journey was twelve hours. From Whitehall to St. Johns, Que., by boat, one hundred and fifty miles, the fare was $9 and the time of travelling twenty-six hours. From the latter town to Montreal, some thirty-seven miles, the fare was $3 and four hours were required to cover the distance. From Montreal to Quebec by steamboat, a distance of 180 miles, it cost $10, while the journey took on an average of twenty-four hours. The total time occupied was one hundred and three hours. In addition to other privileges the travellers were permitted to remain six hours in New York, nine hours in Albany, nineteen at Whitehall and six at Montreal, no doubt for sightseeing among other things. As early as 1810 there was a regular line of stages running from Quebec via the Craig's Road to Boston and other parts of the United States. At this period of the past century Quebec was already attracting many tourists, while travel increased from year to year, as better accommodation was provided in the way of railways and fast steamers.

A daily steamboat service between Quebec and Montreal, Sundays excepted, was inaugurated by the St. Lawrence Steamboat Company in the summer of 1826. The steamers made the passage of 180 miles down the river in seventeen hours, while on the journey to Montreal it took thirty hours. The fare averaged between $5 and $6 and the steamers were largely patronized by Americans, Quebec even in those early days of the past century being a mecca for tourists. At this date there were fourteen steamboats employed on the St. Lawrence, ten between Quebec and Montreal and four as ferry boats to cross the river between this city and Levis.

A night service by steamers between Quebec and Montreal was inaugurated in May, 1833, The steamer John Molson was the largest steamer in British American waters in 1847

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IN THE WINTERS of years ago, until such time at least as an ice bridge formed opposite the city, the river was constantly filled with floating ice and it was the harvest time for the canoemen. In those days there were no comfortable large ferry boats in which to reach Levis every quarter of an hour as at present. The people who were obliged to cross the river were compelled to do so in wooden canoes, in charge of a crew of six paddlers, who at times, especially during unseasonable weather, charged an exorbitant price for the trip.

The best known canoes at one time were "La Belle Alliance", "Mon Esprit" and "L'Hirondelle."

The modus operandi of canoeing was often both exciting and dangerous, and it is on record that people were drowned in the icy waters, due in some cases to the careless handling of the boats, but more often as a result of an accident or unforeseen cause.

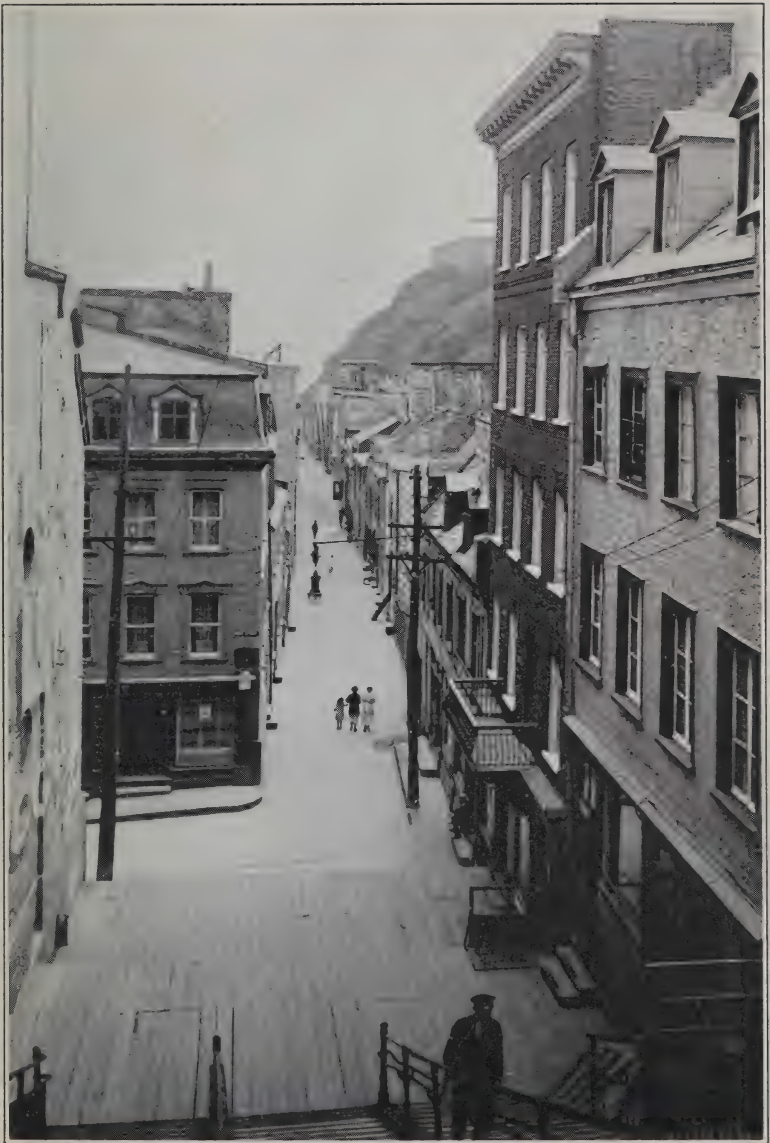
On the 12th February, 1839, a canoe belonging to a Mr. Chabot, in attempting to cross from

Point Levis, was upset by the floating ice in the river, when sixteen out of the twenty passengers and crew were drowned.

The passengers boarded the canoes at the head of a slip or gangway, and when all were comfortably seated and warmly wrapped with the aid of buffalo robes, the craft was allowed to slide gently into the water; being held back by the aid of a rope. The loaded canoe was often dragged along the road by a horse to a convenient point where the river could be more easily crossed, according to the condition of the tide. It was a series of excitements from start to finish, and the journey at times could only be undertaken by those of the strongest nerves, especially during a snowstorm or high wind. While in an open channel, everything went along charmingly, the canoemen using the paddles, but if the boat arrived alongside a large cake of ice, it was hauled up out of the water, passengers and all, dragged along until clear water was again reached, when it was once more manned and the paddlers started work again. But it is known that passengers were accidentally left on the ice and almost perished before being rescued.

The canoemen, dressed in heavy colored flannel shirts and long moccasins, were a hardy and jovial set of French-Canadians, several of whom in later life were prominent in the industrial world. Unnecessary shouting while on the trip seemed to be obligatory on the part of the men, but a safe landing on one side of the river or the other, always carried with it forgiveness from the passengers.

It is known when it took two or three hours to make the passage, but then it depended altogether



Little Champlain Street, as seen from Breakneck Steps.

on the weather and ice conditions. Under favorable auspices a crossing could be made in half an hour.

En route the hardy canoemen often indulged in some old Canadian song, such as "En Roulant ma Boule", Vole, Mon Cœur, Vole", etc., etc.

A landing on the Quebec side was usually made near the old Finlay market or the Custom House. One hundred years ago fares for passengers in canoes ranged from six pence to two shillings and six pence, the rates being fixed according to the accommodation and number of passengers. For each horse carried across the river the fare was fifteen shillings, for each cow or ox ten shillings. Flour cost six pence per bag, puncheons ten shillings, hogsheads five shillings, etc.

There was opposition in later days, however, and the canoemen had to compete in plying their trade with a very small ferry which was called "Le Petit Coq", and another boat called the "Unity", built for the winter service. This vessel was succeeded by a screw boat called the "Arctic."

Some thirty years ago, or more, at the time when the powerful steamers equipped to battle with the ice floes were built, canoe travel practically became a thing of the past.

In the early days, the ferrying of passengers to and from Levis in the summer season was controlled by Micmac and Montagnais Indians, who preferred that work to the hunt, performing the service with bark canoes. This was followed by the use of large batteaux.

# CHAPTER VIII

Wooden Shipbuilding.—Construction of French War Vessels. —St. Maurice Forges.—Raftsmen and their Work.—First Rafts from the Ottawa District.—Square Timber Trade.—Arrival of Fleet of Sailing Vessels.—Crimping Along the Coves.—Huron Indians, Etc.,

QUEBECERS HAVE always been interested in the wooden shipbuilding industry, which, at one time, directly and indirectly, gave the majority of our population the means of a livelihood and was in the early days responsible for such populous suburbs as St. Roch's, St. Sauveur, Stadacona, Hedleyville (now Limoilou), Cap Blanc, etc. It was a question of living near the water front, within easy access of almost the only labor that was then offering. In fact, shipbuilding at one time was what the shoe factories are to-day. Almost from the dawn of the past century, for a period of over sixty years at least, when the depression was first noticed, it was the most important industry in Quebec, providing employment for thousands of persons and at a time when work was most required, during the fall and winter months. Not only the ordinary carpenters, but the ship smiths, sail, rope and spar makers, riggers, shantymen, farmers, ship chandlers, mill owners, as well as lumber and general merchants, in fact, all classes of the community shared in its prosperity. It has been truly said that at one time in Quebec more than half the men were engaged in shipbuilding and nearly all the rest in doing business with them.

Finally the business fell away, owing to low freight rates, dear money and the advantage of steam over sail. It might not be amiss, nevertheless, to mention the fact that whether with the axe or saw the French Canadian workman was an expert at the calling and formed the bulk of the skilled labor to be found in a shipyard. He had a reputation from the earliest years for his splendid workmanship. Later hundreds, if not thousands, of these men deserted the Ancient Capital and made their way to the shipyards on the shores of the Great Lakes, at Owen Sound, Collingwood, Chicago, Detroit, Toledo, Cleveland, Buffalo, Oswego, etc., where work at their trade continued brisk and wages high.

During the years that the trade boomed, however, there were scenes of great activity, especially from November to May, in the half hundred or more yards on both sides of the St. Charles river, as far as Stadacona in one direction, and in the other at Gingras, behind the historic pile known as the General Hospital. John Munn's yard was located at the foot of Grant street. The small park, bounded by St. Roch, St. Joseph, Desfossés and St. Paul streets, even in the recollection of some of our older inhabitants, was used as a shipyard. The present Ste. Anne railway depot occupies the site of a yard formerly the property of Messrs. Nicholson and Russell. Many others were located at Cap Blanc, Wolfe's Cove, Sillery, Cap Rouge, Pointe aux Trembles, Levis, Lauzon, Island of Orleans, etc. As a result scores of vessels, in the early days as small as one hundred tons, but latterly some of two thousand tons burthen, of magnificent design, were fitted out for sea in the various yards. During one of the winters of the Crimean war period, in the fifties of the past century, eighty-two ships, barks and brigs were built in the yards on the banks of the river St. Charles and left their ways gracefully to the delight and amidst the cheers of thousands of Quebec's population. In 1864-65 one hundred and thirteen vessels of all sizes were constructed in the various shipyards, while in the following winter there was the unusual sight of five ships on the stocks at the same time in the Dinning yards at Cap Blanc. In Allan Gilmour & Company's extensive yards at Wolfe's Cove, four vessels were often to be seen on the stocks, in close proximity to one another.

The late Narcisse Rosa, a former well known shipbuilder, who constructed many a splendid vessel in his day, in Quebec, gave the number of vessels built in this port from 1797 to 1896 as 2,542, of 1,377,099 tons and valued at $55,119,600. Patrick Beatson built a full rigged ship, christened the Neptune, of 363 tons and measuring 117 feet in length, in 1797, and it is the first one recorded since the conquest. The last wooden vessel built in this district was the barkentine White Wings, of 430 tons, constructed by William Charland and launched from his yard at Lauzon in 1893. As late as 1887, however, the Titanic, a ship of 1,405 tons, was built by George T. Davie, at Levis. It was as early as 1839 that John Munn, the most prominent shipbuilder in Quebec at one time, launched the largest vessel hitherto built here, a ship of 1,267 tons, named the United Kingdom.

In 1812 Richard Collins & Co., of Montreal, advertised in the Quebec Gazette for a gang of shipwrights to undertake the construction of a ship of four hundred tons, by the ton, at St. Patrick's Hole, Island of Orleans, while Messrs. Coltman & Hall had a shipyard and built vessels at Portneuf in 1813. Lå Vacherie, that part known for years as Hare Point, near the old Dorchester bridge, land formerly the property of the Jesuits, was offered for sale by the Government in building lots of not less than one superficial acre each in perpetuity in 1822. In later years this locality was almost exclusively occupied by shipyards, from where some of the finest wooden vessels afloat at the time were built and for years later were engaged in carrying lumber to England and other European ports.

A brig christened the "King Fisher," and built by Mr. Taylor in his shipyard at the foot of Canoterie street, was launched on Monday, May 14, 1827, in the presence of the Earl and Countess of Dalhousie, who were accompanied by a brilliant staff of military men and a guard of honor from the Seventy-Ninth Highlanders with band. The brig's register was 221 tons and the vessel was pierced for sixteen guns. She was chartered to the Colonial Government and sailed for years between Quebec, Gaspé and Halifax.

In 1827 there were only seven or eight vessels under construction in the Quebec shipyards. Carpenters in those days earned but two shillings and six pence to three shillings per day and laborers one shilling and eight pence to two shillings. In the above year a floating dock 140 feet in length, to be used for the purpose of repairing vessels, was towed down from Montreal by the steamer "Hercules" and was placed in Munn's cove at the Palais, where, some years later, the "John

Munn," the largest passenger steamer afloat at the time or for years later, was built.

Twenty vessels were under construction in Quebec in the winter of 1839, with a total tonnage of 10,990. The builders were A. Gilmour & Co., George Black, Nicholson & Russell, John Munn, Thomas Oliver, Edward Oliver, W. Lampson, J. Jeffery, John Nesbitt, Andrew Neilson, and Sharples, Wainwright & Co.

It might be interesting to note here that there were nine vessels on the stocks in the shipyards owned by Messrs. Campbell, Young, Carter, Johnson and Proctor, in the vicinity of the city of Montreal, in the winter of 1826. The vessels were between 300 and 400 tons each and with one exception were ready for launching at the opening of navigation.

In 1847 thirty-five new vessels were launched in Quebec with an average tonnage of 750.

Shipbuilding had its origin in New France as far back as 1666, when Intendant Talon had a vessel of one hundred and twenty tons built in Quebec, and with the view of the establishment of shipbuilding as a regular industry in this country, issued orders to the Seigneurs to reserve all the oak growing on their domains for that purpose. Several vessels were built in 1671, while in 1687 one was built by the local merchants. In 1672 Talon built a record vessel of four hundred tons. These vessels were wholly for commercial purposes. After Talon's departure the industry fell away and no shipbuilding was carried on save in a very small way and to meet purely local wants until 1732, when Intendant Hocquart took up the question, established a shipbuilding yard of four or five acres on the river St. Charles, with a dry dock on the opposite shore, and ten merchant ships were constructed there that year and eleven the next, with a stimulus of a bonus from the king of France, graduated according to tonnage for vessels of sixty to two hundred tons. These seem to have been the largest vessels of any kind with one exception built until 1739, when orders were received from the French king to try the experiment of building war vessels. Accordingly, the construction of a corvette of five hundred tons was begun with an engineer named Nérée Levasseur acting as contractor or builder for the king. On the 4th June, 1742, the first transport for the French navy, the "Canada", was launched here amidst great rejoicing and was sent to Rochefort, France, with a crew of eighty St. Malo men. She was loaded for the voyage with boards, iron and oil. In the spring of 1744 the "Caribou," of seven hundred tons, carrying twenty-two guns and a crew of one hundred and four men, left the yard on the St. Charles and sailed for France in July, followed in 1745 by the "Castor," of twenty-six guns and two hundred men. This was the first warship built for the protection of Canada's trade and to guard the gulf of the St. Lawrence. The "Martre," launched in 1747, was the last war vessel to be built on the banks of the St. Charles river, as it was found that the water there was not deep enough, even at the highest tides, for the increasing tonnage of war vessels. After the purchase of several building lots and preparing the ground for shipbuilding, a yard was opened at the Cul de Sac, at the site of the old Champlain market, where the Transcontinental Railway offices now stand in the Lower Town, and the first vessel built there was the

"St. Laurent," of sixty guns, in 1748. In 1750 the "L'Orignal," of seventy guns followed, but she broke her back on leaving the slip. Timbers from this ship were picked up from the river bottom some years ago. "L'Orignal" was in turn followed by the "Algonquin" in 1753 and the "Abenaquis" in 1756, the last two being small, lightly armed corvettes. The frigate "Le Quebec" was launched in 1757. After this the construction of the bigger war vessels was given up here, the French naval authorities having found that the "Caribou" and the "St. Laurent" did not come up to their expectations, owing to the inferior quality of the wood used in their construction. But mercantile vessels of relatively small tonnage compared with those in our own days continued to be built here down to the conquest. The wood used in the construction of sailing and war vessels in the early days was white and red oak, elm, birch and spruce. The masts were brought from Bay St. Paul, some miles below Quebec, and the Lake Champlain district. The majority of the vessels, especially the war craft, were manned by crews brought out from France, while the foremen carpenters, riggers, block makers, etc., were also sent out by the French government in order to instruct the Canadians in the work. The iron work for the ships was cast at the St. Maurice Forges, located some seven miles from Three Rivers, Que., which were opened in 1737. The forges were worked for some years by the French Government and guns as well as projectiles were cast there. After the conquest the English military authorities took possession of the forges, but in 1767 leased them to a local company for a term of sixteen years. In 1783

Hon. Conrad Gugy was the lessee and he was followed in turn by Messrs. Munro & Bell, Matthew Bell and others. The forges have not been in operation for a number of years. The old style box stoves, household utensils, as well as the farm implements used by the settlers, were also cast there down to an early period of the past century.

It was in 1829 that Allison Davie, a native of Scotland and a ship captain, established a patent slip at Levis. It was the first of its kind, no doubt, in operation in British America. He also had a dry dock in which vessels were repaired. Mr. Davie was accidentally drowned in 1836 while leaving a ship in the river. The well known present Davie firm dates from this period. Some fine wooden vessels were built in the G. T. Davie yards when the trade flourished, the Daylesford in 1853 and later the Comet, Gananoque, Warburton, Onetine, Bonneton and Titanic. The other well known shipbuilders on the south side of the river years ago were Messrs. W. Russell, E. Sewell, W. Charland, F. X. Marquis, and Dunn & Samson among others. George Taylor had a patent slip at Levis in 1844. Among other early settlers engaged in the shipping and other trades there were the Davidsons, McKenzies, Ramseys, Samples, Pattons, Nicholsons, Buchanans, and Ritchies, some of whose descendants are still well known.

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IN the days of sailing vessels, when millions of cubic feet of square timber were shipped from this port to the European markets every season, it was no unusual thing to have hundreds of raftsmen in our midst at one time.

These husky youthful toilers of the forest and streams, many of them Indians or half breeds, knew no fear and were quite at home whether in driving the logs down the mighty and swift running waters of the Mattawa, Ottawa or Gatineau rivers, previous to rafting them, or navigating the perils of the seething waters of the various rapids, just hiding from view the great boulders where danger and death lurked and through which they were obliged to guide the cribs with thirty foot oars, with a dexterity difficult to conceive. All these things were looked upon as a matter of course by the raftsmen, and although they were proverbially careless, very few drowning accidents were recorded. There were exceptions, however, as several rafts were broken up in a storm on the St. Lawrence river, while on the way to Quebec, in June, 1827 and no less than eleven bodies were recovered at Pointe du Lac, near Three Rivers, some days after the accident.

The rafts usually began to arrive in port in May, and from that time to October, in some seasons, no less than two hundred reached here, and were inspected previous to being sold to the local timber merchants. Between fifty and sixty rafts had already arrived or were on their way to Quebec at the latter end on May, 1835.

The timber in cribs was floated down the slides at the Chaudiere Falls or the Gatineau, which was quite an exciting event in itself. When safely moored in the Ottawa river, at the foot of the cliff on which the Federal Parliament Buildings stand, they were lashed together temporarily, and started on their way to Quebec with a crew of from thirty to forty men on each raft. On arrival at Hawkesbury, Ontario, the raft was again separated into sections of eighteen cribs each, in charge of a pilot, with a crew whose work was to prevent the crib swerving in the boiling waters of the Calumet, Carillon or Long Sault rapids. The pilots directed the movements of the cribs by signalling with their arms at the danger points, and the oarsmen readily responded to their every signal by a strong or light pull, as the case might require, very often keeping time to the popular French Canadian air "A la Claire Fontaine", sung by one of the crew, and all joining in the chorus. After running the rapids the journey was continued to Back River, in the vicinity of Montreal, where the cribs were again joined to one another, and the immense raft sailed or was towed to port. In a large raft there were from one hundred to one hundred and fifty cribs. The rafts carried a number of "buns" or large boats pointed at both ends, but in the olden days bark canoes or dug-outs, some of them thirty or forty feet in length, were the only boats used.

In addition to a number of shanties for sleeping quarters while on the journey, in each of which two men found accommodation, there was a large shelter with roof only about the center of the raft which was used as a cook house, pantry and dining room combined. Here the crew partook, while seated on a long piece of square timber, of a healthy and substantial meal of pork and beans, home-made bread, hard tack, molasses and tea.

Timber in drams two hundred feet long by fifty in width, including oak and other large rafts put together at Garden Island, opposite Kingston, and at other points of the St. Lawrence, were often towed to Quebec and found a ready market here.

In the olden days rafts were made of flatted sticks bound together by wooden pegs and withes, the longest and straightest timber being placed at the bottom of loads. Philemon Wright, known for years as the "Father of the Gatineau," owned the first timber sent to Quebec in rafts from the banks of the Ottawa river in 1807.

One thousand pounds were voted by the government in 1826 for the purpose of improving the navigation at the Chaudière Falls, so as to allow timber to pass in cribs without breaking it up.

* * * *

IN the days of the square timber trade in Quebec there were a large number of prominent men connected with the business. The majority of the firms owned or leased coves, while others held the timber in commission booms. Henry Usborne, one of the leading lumber merchants of his day in Quebec, was the owner of Wolfe's Cove in 1805, while William Hallett was the proprietor of Sillery Cove at this date. William Price owned Hadlow Cove, on the south side of the St. Lawrence, opposite Wolfe's Cove, in the early days of the past century.

It was a grand sight, in the olden days, to witness a fleet of sailing vessels of all sizes, with their white canvas spread, arriving in port from the old country. Then again there was the emigrant ship which arrived in port loaded to her utmost capacity with a cargo of living freight after a passage of a month or six weeks and even more, with men, women and children who were anxious to seek new homes in America.

In the spring and fall, when the bulk of the vessels arrived, the coves for miles on both sides of the river were sometimes like a forest of masts, so close were the ships lying to one another.

As early as 1721 captains of all incoming vessels were obliged to come to anchor at Isle aux Coudres and to report to the Quebec authorities as to the health of those on board their vessels before coming up the river.

In 1785 plans for improving the navigation of the St. Lawrence by buoys, lights, etc., were submitted to the Governor by the Quebec merchants. In 1806, among other places, there were several boys and two beacons in Lake St. Peter, so named by Champlain in 1608 as he entered it June 29, St. Peter's Day. Lake St. Peter is twenty miles in length and ten miles in breadth. In 1806 there was but one buoy opposite the town of Montreal.

The building of a wharf in the Cul de Sac was started by the Trinity House Corporation in 1813, while they built several wharves on the St. Charles river, at the foot of Canoterie street, among other places, in 1823.

Although deepened in 1831, owing to the lowness of the water in Lake St. Peter, down almost to the middle of the past century, vessels of even less than five hundred tons had difficulty in making the passage from Quebec to Montreal. It was necessary at times, during the dry season at least, to take down the yards and topmasts and float them alongside the vessels, while cables, chains and other rigging were put into lighters.

Thomas Knox was the first collector of customs at the port of Quebec, being named in 1762. Quebec was made a port of entry in 1762 and Montreal in 1831. Hon. John Young was the first master of the Trinity House in Quebec, which was established in 1805. At this date François Boucher was harbor master at Quebec and Gabriel

Franchere at Montreal. In the above year the Parliament of Lower Canada adopted a law regulating pilotage on the river St. Lawrence, between Quebec and Bic, and established a fund for the benefit of infirm pilots, their widows and orphans. Under this law no person had the right to obtain a license as pilot without having served an apprenticeship of at least five years and made two trips to Europe or the Islands. Pilots were entitled to but one apprentice each. Pilots in the early days travelled with their youthful assistants far down the river in small open boats, in all weather conditions, and suffered much hardship in keeping their silent vigile while waiting for the slow incoming sailing wooden vessels. Augustin Jerome Ruby was named superintendent of pilots in the Province of Lower Canada in 1797.

The Corporation of the Trinity House held their meetings in 1830 in the dwelling No. 7 Rampart street, and was abolished in 1875.

Mr. L. Lambly was the harbor master in Quebec in 1813 and it is on record that he visited the Island of Anticosti, where supplies were landed and stored in wooden shelters or provision posts, erected by the Provincial Government, for the use of shipwrecked crews. Mr. Lambly made the return journey in an open boat in eighteen days.

In 1838 the brig "Victoria", a regular trader between Quebec and Dundee, made a passage from Quebec in fifteen days from land to land, the top gallant sails being set throughout the time of crossing the Atlantic.

The ships Moffatt, of 800 tons, and the Julianna, 500 tons, arrived in port in July, 1825, after a voyage of thousands of miles, from London to Canton and thence to Quebec with two cargoes of tea valued at $800,000. They were the first vessels that ever entered the St. Lawrence from the Orient.

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With so many sailing vessels in port in Quebec in the years long past, it was not surprising that there was a great deal of crime and that the life of the sailor was of little moment to some of the cruel captains or crimps. There is no doubt that many a poor Jack tar or stowaway found a watery grave while on the passage across the Atlantic, or in port, their unknown and unclaimed bodies being washed ashore in some cases in or near the harbor and somebody's darling consigned to a pauper's grave with little or no ceremony.

Crimping was in full swing in the port of Quebec in the fifties, as it was indeed, for years later, and many a harrowing tale could be told of some, at least, of those who controlled the nefarious traffic. It is not pretended that all the men engaged in this work were bad, by any means, but these it must be confessed were the exceptions.

Poor lonely toilers of the deep, friendless and in a strange land, were enticed or forced off the vessels by the crimps, who, once they had them completely under their control, unwilling prisoners as it were, filled them with vile whiskey to such an extent that they practically lost their senses. Then, when a favorable opportunity offered, the unfortunates were very often forcibly taken on board of another ship. There they would replace some members of the crew who had already been lured away by the sailor catcher or his runner and practically sold, the captain paying them a certain amount for the services of the sailors for the passage home. As a matter of fact the latter were generally penniless, as a bill of expense was trumped up against the men for board, liquor, probably clothing also, so that the crimps received any money that was coming, and their victims were landed as paupers on reaching their destination.

It is known where half drunken sailors were actually kidnapped on the streets while on the way to board their vessels and they knew no more until they were on the high seas under a new master and on a different vessel without a cent in their pockets.

Several of the men were known to be so bold as to not only forcibly take sailors from their ships, but to carry them off to certain points on the American border, where parties were stationed to receive them. It seems hardly credible, but it is true, nevertheless, that these unfortunate men, the great majority of them British subjects, were actually obliged, against their will, to don the uniforms and fight in the ranks of the Northern army during the late civil war in the United States. It was known where crimps received as much as $500 to $1,000 per man, according to the demand, while engaged in the criminal traffic, while their victims were left pennless.

This traffic was carried on for years, notwithstanding the stringent laws enacted by the Government against the practice. Many a mariner, half crazed with liquor, was called upon to forfeit his life in an effort to escape from the clutches of these men, several of whom amassed small fortunes while engaged in the nefarious traffic and spent their ill-gotton gains in other parts of the world, where they could breath freer and enjoy life better.

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After being nearly wiped out by tomahawks and bullets at the hands of their ferocious and warlike enemies, the Iroquois, the Hurons, who for years inhabited the country on the shore of Lake Huron—where a mission was founded by Father Le Caron in 1615—but traded with the French at Montreal, Three Rivers and Quebec, were finally induced, in 1651, to settle on the Island of Orleans. They then numbered between 500 and 600. They were not safe from their old foes at the Island and were again hunted down, many being carried away captives or killed as the result of another raid. In 1656 what remained of the tribe removed to Quebec and took up their abode under the shadow of the French guns, in the vicinity of the present Place d'Armes. After remaining there for some ten years they removed to Beauport and one year later went to Côte St. Michel, now known as Sillery. In 1673 they pitched their wigwams at Ancienne Lorette, but before the end of the century—in the fall of 1697—again changed their place of abode and settled at Jeune Lorette, on land granted to them by the Jesuit fathers, where the descendants of the once powerful tribe of redmen are still to be found.

Peter Kalm, a Swedish scholar, in his "Travels Into North America," gives an account of a visit he paid to Lorette in 1749. He found the Hurons to be a tall, robust people, well shaped and of copper color. The village at this date was chiefly inhabitated by Indians, who had been converted to the Roman Catholic religion and they lived in wooden houses consisting of two rooms each. The Jesuits were in charge of their spiritual welfare, and they had a fine little church, with steeple and bell, which dated from 1731, together with a flour and saw mill. Although resorting to paint and maintaining other customs of their heathen days, many of the Indians cultivated maize (or Indian corn), wheat, rye, tobacco, etc., sapped the maple trees for sugar and were the owners of cows.

The Indian population at Lorette in 1783 was 103, as follows:—Two chiefs of the village, two chief warriors, twenty-eight warriors, forty-two women and twenty-nine children.

On the 15th November, 1824, Nicholas Vincent, grand chief of the Hurons at the time, with three other chiefs of the tribe, Andre Romain, Stanislas Kostka and Michel Sioui, sailed from Quebec on the brig "Indian" for England to press their claims on King George IV. for the seigniory of Sillery. They were graciously received by His Majesty at Windsor Castle on the 8th April, 1825, but at the proper time, it is recorded, failed to explain their case to the king, for the reason that they had been led to believe that it would be very improper to ask for favors, but simply to answer questions, in consequence of which their mission was a failure. In addition to a large medal the monarch presented each of the delegates with a picture of himself. The medals were worn with great pride on special occasions for many years later. The redmen were entertained by the Lord Mayor of Liverpool on their landing from the sailing vessel, on which they were obliged to cross the Atlantic in those days, and later by the Lord Mayor of London. They reached Quebec on the return journey on the "Caledonia" on the 25th September, 1825.

The Hurons who fought with Montcalm's force against Wolfe's army, made peace with the English in 1760.

For their bravery while fighting in the ranks of the British in the war of 1812-14, several members of the Huron tribe were presented with gold medals while others received medals for their work of guiding the military men on their long marches from the Maritime Provinces to Quebec.

The death was announced on the 11th April, 1825, of Louis Vincent, one of the chiefs of the Hurons. He had been educated at Dartmouth College and in the latter years of his long life occupied himself as a schoolmaster in the village. Another member of the Vincent family, Gabriel Vincent, whose Indian title was "Wendwha-dahronhe", ended his days at Indian Lorette, on the 20th March, 1829, at the age of fifty-seven years. He was the third chief of the Hurons residing in the village and was the only remaining redman at Lorette at the time who had descended in a direct line from the original tribe inhabiting the shores of Lake Huron. While on the chase on the south shore of the river, he was attacked by pleurisy and passed three days in the woods unassisted. He retained most of the ancient habits and was the only one of the village who raised his family in the use of the language of his forefathers. A portrait of "The Last of the Hurons," (1812-16) painted by himself with the aid of a looking glass, is one of the priceless relics hanging in the rooms of the Quebec Literary and Historical Society in the Morrin College building.

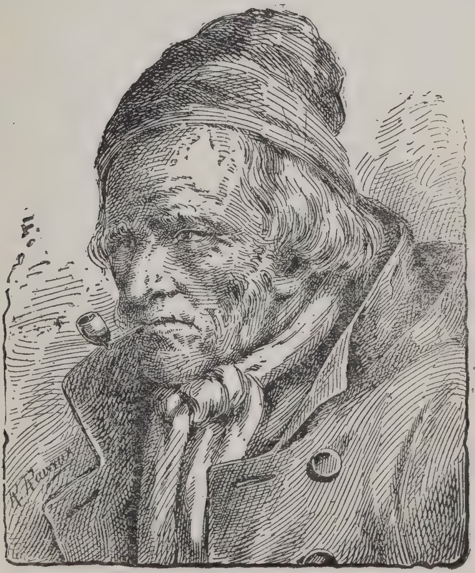
During his stay in Quebec in the full of 1826, Edmund Kean, the great English actor, dined with a party of friends at Lorette and was made an honorary chief of the Hurons with the name "Adaniconidil." In return, for this compliment, Mr. Kean presented a silver medal to each of the chiefs and invited some twelve members of the tribe to dinner at Payne's hotel, then located on Palace street, and later known as the Albion.

Lieut. Vivian, A.D.C. to the Governor-General the Earl of Gosford, and Robert Symes, J. P., a prominent Quebecer in his day, were named honorary chiefs of the Hurons at Indian Lorette in February, 1838. The ceremony took place at the home of the grand chief, Nicolas Vincent, who was assisted by several other chiefs of the tribe. A painting, showing the principal actors, decked out in their showy uniforms, including the head dress, medals, etc., is still in the possession of a Quebec family.

Ovide Sioui, whose Indian title is "8enho 8en" (the Brave Soldier), is the present grand chief of the Hurons. The deputy chiefs are Messrs. Eugène P. Sioui, Ephraim Picard, Charles Gros Louis, Samuel Picard and Aimé Romain, while Mr. Maurice Bastien, a former grand chief, and whose father was grand chief for many years, is the agent of the tribe. Mr. Bastien is in possession of some rare and ancient souvenirs of the Hurons, including a valuable Wampum belt. In the Indian chapel there are many mementos of the long ago.

History tells us that from the earliest days the Indians used the snowshoe for ordinary travel in the forest or while on the hunt.

Small encampments of Micmac and Montagnais Indians from New Brunswick and the north shore for many years, even down to the middle of the last century, during the summer seasons, pitched their tents on the beach on the Levis side of the river at Indian Cove. There were quite a large number of redskins, with their squaws and papooses, living in wigwams. They did a thriving business in the sale of their bead work, moccasins, fancy baskets and other wares to Quebecers, who visited them in large numbers. The small boys of the tribe were experts with the bow and arrow, and it was a great treat for the younger generation of Quebecers to be allowed to visit them. Before leaving in the fall for the hunt again they received gifts of blankets, clothing, etc., from the Imperial Government authorities.



The Old Habitant

# CHAPTER IX

Travelling to the Maritime Provinces.—Stage Line Between Quebec and Boston.—Grosse Isle Quarantine Station.—Fever and Other Outbreaks of Disease. — Committee of Trade—Quebec Exchange.—Distillery at Beauport.—First Quebec Newspaper. — Barber-Surgeons. — Ancient Ordinances.—Governors and Intendants, Etc.

TRAVELLERS to the Maritime Provinces from Quebec in the winter season in the ancient days were frequently found frozen to death in the snow drifts, being forced to give up the struggle for life against Jack Frost owing to the scarcity of housing accommodation or shelters while upon the long and wearisome journey, through the dense forest or mountain ranges. The roads for the most part were in a deplorable condition in stormy weather and many an otherwise brave man succumbed while on the Temiscouata "Portage", as the line of communication was known in former times, when the travellers were few and far between. Even the army settlers of 1814 were obliged to abandon their lots owing to the continued failure of their crops. Pensioners with their wives and families were encouraged to settle along the high road by being granted rations of flour and other produce on condition that they maintained the road in a passable condition. The new settlers met with little success, however, soon became discouraged and left for other parts.

A mail from Quebec and Montreal was carried regularly to Halifax over this route in the summer season, the courier taking on an average of fourteen days to make the journey. There was only an occasional service by this route during the winter months, however, in the olden days, and it is on record that a courier left the Quebec post office on the 10th January, 1784, for Halifax, with mail matter for Europe reaching there February 29, and only returned to Quebec on the 24th April following. The return journey took the courier thirty-nine days to Quebec. A military officer arrived in Quebec overland from Halifax in thirteen days—in June, 1814—with important despatches for His Excellency the Commander of the forces. This was considered very fast time.

Sir George Prevost, who succeeded Sir Henry Craig as governor from 1811 to 1815 and during the war of that period with the United States was the commander-in-chief of the Canadian forces, left Quebec for England via New Brunswick on Monday afternoon, April 3, 1815, crossing over to Levis on the ice on horseback. The governor took the "Portage" route, and the Halifax courier, who arrived in Quebec on Tuesday, April 11, reported he had met Sir George and suite on the Friday about twelve leagues from Madawaska, in good health and spirits. He arrived in England five weeks after his departure from Quebec. The popular former governor died in London the following January after a prolonged illness and the news of his demise was received in Quebec two months later.

It was a very common occurrence in the early days of the colony, even in the past century, for the governors and other high dignitaries to ride to Montreal and other districts from Quebec. As a matter of fact soldiers are known to have walked the distance on numerous occasions, when changing from one garrison to another in both summer and winter.

There was a regular line of stages travelling between Quebec and Boston in the winter of 1810, leaving this city on Monday and arriving in Boston on Saturday of the same week. In this connection the following notice was published in the Quebec newspapers:—

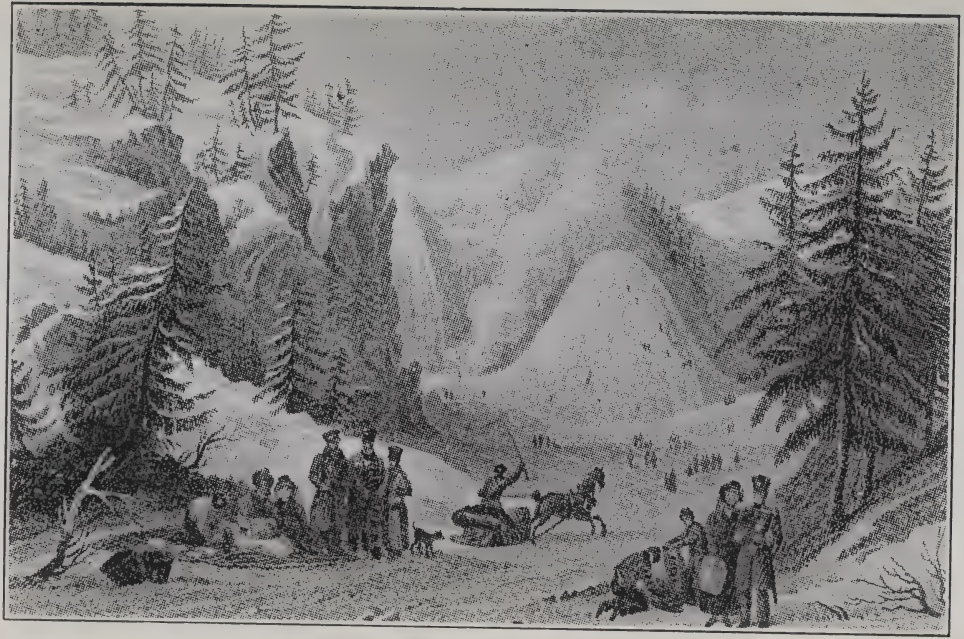
"Public notice is hereby given that there is a regular line of stages erected, to run from Quebec through Craig's road to Boston, to commence on the fourteenth day of January next, and will be regularly kept up by the subscribers, the proprietors of the said line. Stages will run as follows:—Start from Quebec and Boston on Monday in each and every week, meet at the line of 45 degrees of north latitude, at Stantead, on Wednesdays; arrive at Boston and Quebec on Saturdays the same week.

"Newbury, Dec. 17th, 1810.

Josiah Styles
R. W. Gould
James Gardner
John Griffin
Jonathan Sinclair
Henry Stavens

"Those who wish to have a seat in the said Boston and Quebec stage will please to call at the house of the subscribers, near St. John's Gate, so they may be particularly informed as to the fare.

"The stage will run through the following towns and villages, viz:—On Monday from Quebec to Point Levi, St. Nicholas, St. Giles, Leeds to Mr. Brown's, in Ireland. On Tuesday through Chester, Tingwick, Shipton to Colonel Tilton's at the river St. Francis. On Wednesday through Brompton, Orford, Ascot, Compton, Hatley,



Winter Scene of Montmorency Falls and Cone.

Barnston, Stanstead to Mr. Salsbury's at the line 45. On Thursday through Derby, Salem, Brownington, Barton, Sheffield, Lindon, St. Johnsbury, Barnet, Rygate, Newbury to Haverhill, where they will meet a number of stages that run different routes, as to Boston, Connecticut and other parts of the United States.

"Quebec, Dec. 31st, 1810

JOSIAH STYLES & Co".

In the issue of Thursday, March 28, 1811, the Quebec Gazette commented as follows regarding the stage line, which may be of interest to present day readers:—"The Boston stage arrived only on the evening of Tuesday. It was delayed by bad roads, due to the sudden and extraordinarily early spring in the south. From Boston to nearly 70 miles from Quebec the snow has almost completely disappeared, frost is coming out of the ground, the ice on the rivers is breaking up, the streams and low lands are flooded and the roads in the woods are barred by trees thrown down by the last heavy winds. That it has been possible to make a journey of nearly 400 miles in 9 days under such circumstances (the worst that could happen) is the proof that prompt communication can be held at all times between Quebec and Boston; and, although communication is now interrupted, it is to be hoped that the advantages it offers this city and the inhabitants along the way, especially in this Province, will lead the persons immediately interested or those who are heedful of the public welfare to see that it is promptly restored."

In addition to delays and other inconveniences for travellers on this long journey not the least was the want of proper stopping places along the route, where rest and food could be secured, as much as sixty miles separating some of the shelters. In any case the journey was a fatiguing one, due to storms in winter and thaws in the spring.

The opening of this road was hailed with great joy by the residents of Quebec, as it promised to be the means of providing the local markets with a bountiful supply of provisions, which heretofore had to be procured in the upper district. Soon after the opening of the road several hundred head of cattle had already arrived in the Quebec markets and prices in consequence were on the decline, much to the relief of the householders.

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ON ACCOUNT of the spread of fever in Quebec the previous summer, at a special meeting of the sessions of the peace, held in the city in January, 1800, it was ordered that no tavern keeper or other person licensed to sell spirituous liquors within the city or suburbs admit any sailor or sailors into their houses either by day or night, or to sell them any spirituous liquors whatever. A violation of this law incurred a penalty of forty shillings for every offence and being refused a renewal of their license. Half the fine was for the informer.

Measures to enforce an effective system of quarantine were adopted by the Legislature in 1832, in the spring of which year the Grosse Isle quarantine station was first opened and several buildings erected. Dr. Fortier, of St. Michel, Bellechasse County, was the first medical director, with Mr. Miller as assistant. Dr. Griffin, of the Thirty-Second regiment, had charge of the hospital. A party of soldiers, including a detachment of the artillery, with two pieces of ordonance, also took up their quarters at Grosse Isle for the season. The guns were brought into action in the event of the captain of any vessel refusing to come to anchor at the station for medical inspection. Mr. Watt was in charge of the telegraph system on the Island at this time. There was a serious outbreak of Asiatic cholera in 1832 and hundreds of victims of the disease were landed at Grosse Isle. In the city the first case was reported on June 8, in a boarding house on Champlain street, and from that date until the end of September the scourge claimed thousands of victims, not only at the quarantine station and Quebec, but in the surrounding parishes and in fact from one end of the country to the other, the great majority of the victims being emigrants, but many prominent people also succumbed to the disease. The total interments from the cholera and other diseases from the 7th June to the 30th September, 1832, in the various Quebec cemeteries alone were as follows:—In the Protestant cemetery to the 30th September, 1,244; Catholic Cathedral and Cholera cemetery, to 25th September, 1,574; at St. Roch's, 474, making a total of 3,292. There were outbreaks in this city in 1834, 1849, 1851, 1852 and 1854, with a death list of nearly six thousand for the five last years.

Dr. Charles Poole was the inspecting physician and Dr. George M. Douglas superintendent of the Grosse Isle hospital in 1836 and for years later. As a matter of fact it was Dr. George Douglas who was in charge of the station during the awful ship fever days of 1847-48, when thousands of Irish and other emigrants found their last resting place at the Island, in this city, Montreal and throughout all parts of Canada, as recorded in "Quebec 'Twixt Old and New".

Dr. Douglas was for years the health officer and commissioner at Restigouche. He arrived in Quebec in February, 1833, in seventeen days from that place, having travelled through the woods for eight days on snowshoes, while on the journey.

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A PUBLIC meeting was held at the Union Hotel on the 21st February, 1809, for the purpose of organizing a Committee of Trade at Quebec, at the request of a similar organization already established at Halifax, N. S., and to collaborate with it. The letters and documents addressed for that purpose to Irvine, MacNaught & Co., merchants of Quebec, by the Committee at Halifax, had been sent in December, 1808, and only reached Quebec on February 20, 1809, having taken two full months in transit. The members of the first Committee of Trade, the real fathers of the institution, the parent body of the Quebec Board of Trade, were Messrs. James Irvine, John Blackwood, David D. Munro, John Painter, John Mure, John Jones and John Patterson.

The Quebec Exchange, a popular institution with the Lower Town merchants during the past century, was organized as long ago as 1816, and it was in the basement of the Neptune Inn, at the foot of Mountain Hill, that the business of the Exchange was transacted daily, meetings held and the files of the Old Country newspapers, magazines, etc., consulted as to maritime and other news of interest to the shipping trade for years. Messrs. John Jones, jr., Thomas E. Brown, George Symes, John W. Woolsey, J. Heath, and Robert Melvin were among the promoters of the Exchange. The subscription was two guineas per annum. Non-subscribers posting written or printed notices in the room, offering vessels for freight or charter, auction bills, produce and other articles for private sale, etc., paid two shillings and six pence for each such notice. Here hundreds of the captains of the old-time sailing vessels arriving in port made their headquarters and in fact transacted nearly all their business with the local merchants. It was in 1828 that the members of the Exchange decided to construct a suitable building as their headquarters. For this purpose they selected a convenient site on a water lot in rear of Bell & Munro's wharf—the present location of the Board of Trade building, on the corner of Bell's lane and St. Paul street—as a fit and proper place. Hon. Mr. Bell assisted them in their enterprise to the extent of £200. The corner stone of the new building was laid with masonic ceremony on Saturday, 6th September, 1828. The officers of the Provincial Grand Lodge, with the masters, wardens and brethren of the different local lodges marched from Holgate's Hotel, to the Lower Town, passing through St. John, Fabrique, Mountain Hill and St. Peter street preceded by a band. George Blacklock was the architect of the building and John Phillips the contractor. The committee of management of the Exchange at the time was composed of Messrs. Charles F. Aylwin, William Pemberton, William Walker, John Leather, Jeremiah Leaycraft, Joseph S. Shaw and James B. Forsyth. The Exchange occupied the building for years, but went out of existence in the seventies of the past century. Mr. H. Thompson was manager of the Exchange in 1834 and was succeded some years later by R. Roberts. Mr. Frank Johnston, one of the original and a leading member of the Quebec Histronic Club, organized in 1853, a well known figure in Peter street and exceedingly popular with all classes, was the last manager of the Exchange. The building was sold by the sheriff to the Board of Trade authorities, its present occupants, on the 23rd February, 1897.

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THE FIRST NEWSPAPER published in this city was the Quebec Gazette, which appeared on the 1st June, 1764. It was first published by Messrs. Brown and Gilmore at their printing office on St. Louis street. It was printed in English and French until 1842, then in English only. The Gazette was continued until the 30th October, 1874. As a matter of fact the Gazette is still published as a weekly. Advertisements of a moderate length—in one language—were inserted in the early days of the paper for five shillings the first week and one shilling each week after; if in English and French the rate was eight shillings the first week and two shillings each week after. There was little or no local items published for years after the paper's appearance and what news appeared was clipped from the American and London exchanges as a rule. William Brown, one of the founders of the Gazette, was a native of Scotland, born in 1737, and a relative of the Neilsons. At the age of fifteen he was sent by his parents to relatives in Virginia. He finally located in Philadelphia, where he served his time with a printer named Dunlop, a brother-in-law of Benjamin

Franklin. In 1760 he was sent to Bridgetown, Barbadoes, to take charge of a newspaper there, but on account of his health he was obliged to leave and later sailed for Quebec, arriving here in September, 1763. The following year he started the Gazette in partnership with Mr. Gilmore. Mr. Brown, at the time of his death, which was sudden and occurred on the 22nd March, 1789, left a fortune estimated at £15,000 sterling. Mr. Brown was buried in the long since abandoned Protestant cemetery on St. John street, where so many prominent men of the past found their last resting place. John Neilson, who was a nephew of Mr. Brown, succeeded him in the publication of the Gazette, but he retired from the business in 1822, being followed by his son, Samuel Neilson, in partnership with William Cowan. The printing office was at No. 5 Mountain Hill, on the east or park side of the thoroughfare, where there was a row of buildings standing for many years previous to the widening of the street in 1852. Later it occupied the upper flats of the T. J. Moore building near St. Peter street. Samuel Neilson for a time occupied the position of King's Printer for the Province of Lower Canada, and was succeeded by Dr. John Charlton Fisher, the composer of the Latin inscription on the Wolfe-Montcalm monument. The publication of the Gazette, it might be interesting to know, was suspended on two occasions, for a time in 1765, due to the stamp act, and the second time was during the invasion by the Americans under Montgomery and Arnold in 1775-76, when William Brown and his two men were handling their flint-lock muskets and passing their days and nights on the ramparts and in the guard houses, instead of "setting" type and printing the paper.

Mr. Thomas Carey, founded the Mercury in 1805, while Le Canadien first appeared, printed entirely in French, in 1806. The first book was printed in Quebec, in 1765.

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In 1658, Sieur Jean Madry, barber-surgeon, was granted a royal commission to practice his profession not only in Quebec, but throughout New France. Blood-letting, the process by which blood was taken from the arm or some other portion of the body to allay fever or to effect some similar cure, was universally practiced down to an early period of the past century. It was supposed to be a sovereign remedy for almost all the physical ailments that the human race was heir to. People considered it the proper remedy to apply in order to maintain good health, and, as a matter of fact, submitted themselves to be bled once a year whether sick or well. As a consequence there was considerable surgery practiced. At a later period, in the recollection of the older of the present population, leaches played an important role in man's existence and superseded the lancet or knife. Finally, medical science triumphed. The sign of the barber-surgeon was what we know as the barbers' pole—striped red and white, spirally, sometimes with a blue or black stripe added. In those days most people were illiterate, but the barber's pole displayed at a door proclaimed to the multitude that the operations of surgery were performed by the master craftsman within. In France, the barber-surgeons were separated from the perruquiers, and incorporated as a distinct body in the reign of Louis XIV. In England, the barbers first received incorporation in 1461, from Edward IV. In the reign of Henry VIII, they were united with the company of surgeons, and it was then enacted that the barbers should confine themselves to the simpler operations of blood-letting and drawing teeth, while the surgeons were prohibited from "barbery or shaving". In 1745, in the reign of George II, barbers and surgeons were separated into distinct corporations. In 1788, an act was passed to prevent persons practicing physic and surgery within the Province of Quebec without a license. The first medical society in Quebec was organized in the year 1826, under the presidency of Dr. Joseph Morrin, founder of Morrin College and mayor of Quebec, and later came "The College of Physicians and Surgeons of Lower Canada."

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BY ORDINANCES issued in 1672 and 1676, as well as at other dates, Intendants in New France were authorized to arrange police regulations for Quebec. As was the case in the early days of the past century, the police took the place of firemen in the city in the absence of a regular brigade, being assisted by volunteer firemen. At the first sound of the parish church bell all the able bodied male residents of the town were obliged to proceed in haste to a fire with a bucket or pail, while the stealing of a fire axe was a serious offence, the culprit being not only fined, but suffered punishment in the pillory. The enactments of the early days in New France regulated the construction of stone instead of wooden houses in certain parts of the city, the kind of material to be used for roofing and other such measures for fire protection. The disposal of garbage and other sanitary rules were rigidly enforced. Children were not permitted to slide on the public thoroughfares, galloping of horses on the streets was an offence against the law, as was the burning of rubbish in the back yards, and the storage of cordwood on the streets or around the houses. Hotel keepers were not allowed to sell bread to the public, while no person was permitted to buy or sell at the boats or "canots" ,and it was not permissable to moor rafts in the Cul de Sac. People firing off guns in the town had their firearms confiscated and in addition the guilty ones were fined. Residents were penalized for allowing their cattle to stray away, while pigs and other animals found wandering on the fortifications were liable to be killed by the sentinel, and the military men were permitted to feast on them. As a result of the great scarcity of qualified rope makers in Quebec, an ordinance was issued in 1674, preventing tanners from giving them employment. As early as 1688 there was a society in existence to care for the poor of Quebec, Three Rivers and Ville Marie. In 1708, a law was passed which prevented people from trotting or galloping their horses on leaving church for a distance of ten arpents. Residents were not permitted to purchase goods from strangers at one time, and when discovered the articles were confiscated and burned. In 1753 a tax was levied on Quebecers to assist in building and maintaining a barracks for the accommodation of soldiers.

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FROM the foundation of Quebec in 1608, the following have been governors under the French and English regimes, as well as Governors-General of the Dominion, administrators being omitted from the list:

### French Governors:—

| | |
|---|---|
| Champlain, Samuel de | 1608-1629 1633-1635 |
| Montmagny, Charles Harault | 1636-1648 |
| D'Ailleboust, Louis | 1648-1651 |
| Lauzon, Jean | 1651-1656 |
| D'Argenson, Pierre de Voyer | 1658-1661 |
| D'Avaugour, Pierre Dubois | 1661-1663 |
| Mézy, Augustin de Suffray | 1663-1665 |
| Courcelle, Daniel de Rémy | 1665-1672 |
| Frontenac, Louis de Buade | 1672-1682 |
| La Barre, Le Febvre de | 1682-1685 |
| Denonville, Jacques Rene | 1685-1689 |
| Frontenac, Louis de Buade (second term) | 1689-1698 |
| Calliere, Louis Hector | 1698-1703 |
| Vaudreuil, Philippe de Rigaud | 1703-1725 |
| Beauharnois, Charles | 1726-1747 |
| Jonquière, Jacques Pierre | 1749-1752 |
| Duquesne, De Menneville | 1752-1755 |
| Vaudreuil-Cavagnal, Pierre de Rigaud | 1755-1760 |

### English Governors of Canada:—

| | |
|---|---|
| Amherst, Lord | 1760-1763 |
| Murray, General James | 1763-1766 |
| Carleton, Guy | 1766-1778 |
| Haldimand, Sir Frederick | 1778-1785 |
| Dorchester, Lord | 1786-1796 |
| Prescott, Sir Robert | 1796-1807 |
| Craig, Sir James Henry | 1807-1811 |
| Prevost, Sir George | 1811-1815 |
| Sherbrooke, Sir John | 1816-1818 |
| Richmond, Charles, Duke of | 1818-1819 |
| Dalhousie, Earl of | 1820-1828 |
| Aylmer, Lord | 1830-1835 |
| Gosford, Earl of | 1835-1838 |
| Durham, Lord | 1838- |
| Colborne, Sir John | 1838-1839 |
| Sydenham, Lord | 1839-1841 |
| Bagot, Sir Charles | 1842-1843 |
| Metcalf, Lord | 1843-1845 |
| Cathcart, Earl of | 1845-1847 |
| Elgin, Earl of | 1847-1854 |
| Head, Sir Edmund | 1854-1861 |
| Monck, Lord | 1861-1867 |

GOVERNORS-GENERALS OF THE DOMINION:—

| | |
|---|---|
| Monck, Lord | 1867-1868 |
| Lisgar, Sir John Young | 1868-1872 |
| Dufferin, Earl of | 1872-1878 |
| Lorne, Marquis of | 1878-1883 |
| Lansdowne, Marquis of | 1883-1888 |
| Stanley of Preston, Lord | 1888-1893 |
| Aberdeen, Earl of | 1893-1898 |
| Minto, Earl of | 1898-1904 |
| Grey, Earl | 1904-1911 |
| Connaught, Duke of | 1911-1916 |
| Devonshire, Duke of | 1916-1921 |
| Byng of Vimy, Lord | 1921- |

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In all there were fifteen Intendants in New France from 1663 to 1760. They were the most important personages in the colony, their authority very often exceeding that of the Governor. They had power to regulate the civil as well as criminal affairs of the colony, to control the police, to interest themselves in commercial matters and to see that the ordinances of the Sovereign and Superior Councils and others in authority were respected by the inhabitants. The following is a list of the Intendants:—

| | |
|---|---|
| Louis Robert | 1663-1665 |
| Jean Talon | 1665-1668 |
| Claude de Bouteroue | 1668-1670 |
| Jean Talon | 1670-1672 |
| Jacques du Chesneau | 1675-1682 |
| Jacques de Meulles | 1683-1686 |
| Jean Bochart | 1686-1702 |
| François de Beauharnois | 1702-1705 |
| Jacques Raudot (father) | 1705-1711 |
| Antoine Denis Raudot (son) | 1705-1711 |
| Michel Bégon | 1712-1726 |
| Edme Nicolas Robert | 1724-1724 |
| Guillaume de Chazelles | 1725-1725 |
| Claude Thomas Du Puy | 1726-1728 |
| Giles Hocquart | 1729-1744 |
| François Bigot | 1744-1760 |

Bigot, the last Intendant in Canada, only reached Quebec on the 26th August, 1748.

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BY A DECREE dated the 29th March, 1707, the farmers of Beauport were ordered to assist in the construction of a bridge across the Beauport river to permit of uninterrupted travel to the Falls of Montmornecy. It was some years later, however, before a wooden bridge spanned the Montmorency river, a little distance above the falls, and in the meantime the farmers were obliged to ford the river near where it joins the St. Lawrence. In 1817 the several rivulets between the city of Quebec and the distillery at Beauport were bridged. The manor house at Beauport, built by Sieur Giffard, a surgeon in the French army, the first seigneur in New France, and the owner of the land, was an irregular stone building destined originally for defence as well as a residence, as the walls were of extraordinary thickness and solidity. It was situated near where at a later period General Montcalm's headquarters were located. A little to the westward of the Giffard house, and on the bank of the Beauport river are the extensive ruins of buildings. These were at one time mills and a distillery, erected about the year 1790 by John Young, at a very great expense. They are situated on the western bank of the river, over which there is a bridge leading past them. The distillery as well as the quarry in 1812 was the property of Mr. John Racey, and the mills that of Mr. McCallum. Later they were owned by Mr. William Brown and Colonel Gugy.

The buildings and other appurtenances of the distillery formed a hollow square exceeding two hundred yards on each side. In the middle of this square were several large stone buildings communicating with each other, and contained a still-house, malt-house, granary, machinery, etc., of every description for carrying on the whole process of distilling and rectifying to a very large extent. The gentleman who built these works was also proprietor of an extensive brewery in St. Roch's, in both of which concerns he gave employment for some years to several hundred persons. But they were found to have been undertaken upon too great a scale for the consumption of the province at that period. The mill was both extensive and complete, in a building three stories high, the water for working it being received from the river into a large reservoir or dam above the road by which it was conveyed to the mill by an aqueduct. Mr. Young was nominated to a seat in the Executive Council by Lord Dorchester when Governor-General of Canada from 1786 to 1796.

One celebrated suit in which Quebecers were very much interested in the middle of the past century was that between Colonel Gugy and William Brown concerning the small stream known as le Ruisseau de l'Ours, or Bear brook, that traverses the Beauport road. A very large amount was expended by the contending parties in their interminable litigation, which was only brought to a close after many years, however, by the burning of the court house in 1873.

# CHAPTER X

First Public Markets.—The Habitant.—Rope Making, Etc.—Quebec Agricultural Society.—Foundation of the Quebec Bank and Quebec Savings Bank.—Card Money in Circulation.—Halifax Currency.—First Bridge Across the St. Charles.—Fire Society and Quebec Fire Assurance Company.—Fire Fighting in the Olden Days.—Montgomery-Arnold Invasion, Etc.

THE FIRST public markets were opened in Quebec in 1676. There is hardly a doubt but that the Notre Dame des Victoires square—opposite the historic church of that name, built in 1688 and practically rebuilt after the siege of Quebec in 1759—can lay claim to have been the oldest market in the city. Even in the recollection of the older of our population it was quite an important market and known as La Place. Farmers from the surrounding districts brought to this market, in addition to other farm produce, a large quantity of flour, ground in the small mills of their localities from wheat cultivated on their farms. The flour was brought in schooners from the various parishes, packed in bags and piled like so much cordwood on the square after being landed at the Cul-de-Sac. In 1702 a bust of the King of France decorated the Notre Dame square and it is recorded that death sentences were carried out there.

The market that formerly occupied the square opposite what was at one time known as the parish church, now the Basilica, in the Upper Town, was also of very ancient date. Market days in the olden times were on Tuesdays and Fridays of each week, and the bells of the parish church were rung to announce the opening and closing hours of the markets. The habitants were not even allowed to sell their produce to householders on the streets of the town before the close of the markets. Farmers and others bringing live stock to the city in schooners, sloops or other such craft were at liberty to sell the same on board one hour after notice had been given the inhabitants by the bellmen. Butchers were obliged to wait until three hours after such notice before purchasing. In all there were three halls for butchers built at one time and another on the Upper Town market square and vicinity. The first one dated from 1807, and was a circular structure, crowned by a dome. The second one was erected in 1818. This one was 116 feet long, 24 feet broad and 11 feet high, built ninety-eight feet north of the houses on Buade street and parallel to that thoroughfare. The third and last hall or shambles, a long narrow wooden building, was built on ground known as the hay market in 1844.

In 1810 the markets were opened at five a.m. from May to November and from seven a.m. from the latter month to May.

The markets in the long ago included the Champlain, on the water front facing Dufferin Terrace; the Finlay market, opposite the Levis ferry landing, near where, at one time, stood Champlain's "Abitation" or fort, and St. Paul's market, located in the vicinity of the C. P. R. station. This latter one dated from 1833. A lighthouse once stood on a wharf near this market.

The St. Louis suburbs market, for many years known as the "Berthelot", was opened in 1835, the ground of which was a donation from Messrs.

Amable and Michel Berthelot, two well known citizens, after whom streets are named.

The first regular market in St. Roch's was opened in 1825, while the Jacques Cartier market hall on St. Joseph street, demolished some years ago, was inaugurated by a grand ball given in honor of the Prince of Wales in 1860.

The habitant, in the homespun suit and capuchon, with "ceinture flechée" (or arrowed sashes), bonnet rouge, better known as tuques, and beef moccasins (bottes sauvages) to the knees, carried on their trade practically the same as they do to-day, except that business was transacted in pounds, shillings and pence. The French Canadian housewives had usually a stock of homemade handwork with them, consisting of the "ceinture flechée" (or sashes) homespun frieze cloth, catalognes (rag carpets), coarse linen, flannel, etc., which was in general use years since, and other small wares. The squaws from Indian Lorette also occupied positions on the squares on the market days in former times and did a flourishing business in the sale of fancy baskets, moccasins, toboggans, etc.

Wheat, rye, oats, barley, corn, pumpkins as well as tobacco are known to have been cultivated by the residents and Indians from the earliest days of New France. The redmen also tapped the maple trees for their supply of sugar. Before the discovery of America the habit of smoking tobacco was unknown in other parts of the world. It was the Indians of North America, it is said, who introduced its use to the whitemen.

No potatoes were grown in Canada previous to 1758. So much flax was cultivated at one time by the farmers in this district that the French

Government sent out rope makers to teach the Canadians the art of rope making. Evan Rees, a native of Bristol, Eng., was the first English speaking rope maker in Quebec, having his rope-walk at the foot of Sauvageau Hill, even before the last century. He died in 1824. Tanneries have been in operation in Quebec since 1680. In 1707, according to a decree issued by the Intendant, but five persons had the right of tanning in the town.

Previous to the time that the Grand Trunk trains reached Levis from Richmond in 1854, the farmers from nearly all parts of the Eastern Townships, from the first building of passable roads in the early days of the past century, drove their cattle and other produce to the Quebec markets, as did the farmers from the parishes as far down as Rimouski, 180 miles from Quebec. In 1810 at least, residents of Levis were forbidden to purchase produce from the farmers while they were on their way to the Quebec markets.

The Quebec Agricultural Society, organized in 1789 under the patronage of Lord Dorchester, and which is still very much in evidence, held its first show of fatted stock in the Upper Town market place in April, 1819. By a vote of the Legislature agricultural exhibitions were held in the same year in many parishes of the district of Quebec, including St. Jean (Island of Orleans), Cap Santé, Ste. Marie de Beauce, St. Vallier, Bay St. Paul, L'Islet, Rivière Ouelle and Rivière du Loup.

* * * *

THE ATTENDANCE of the inhabitants of Quebec were requested at the Union Hotel and Coffee House, located opposite the Place d'Armes, on Friday, 6th March, 1807, to consult on the subject and take the necessary measures to establish a bank in the Province. But nothing transpired in this direction for some years later. The Montreal Bank, established in 1817, the first regular banking institution in the Province, opened an office at No. 3 St. Peter street, Quebec, in the following year. The Quebec Bank dates from the 7th September, 1818, when an office was opened in the Quebec Fire Assurance Company building on the same street, with Noah Freer as its first manager.

Three years after the organization of the Quebec Bank, the Quebec Provident and Savings Bank was established. An office was opened in the old post office building near Prescott Gate, and was opened every Monday from eleven to one o'clock for the reception of deposits. No less a sum than one shilling and three pence was received on deposit. The half yearly statement of the bank showed that from Monday, May 7, to Monday, November 5, 1821, inclusive, 619 persons had deposited the sum of £2,539.94, while the withdrawals amounted to £595.46, leaving a balance of £1,944.48 The Savings Bank had an office adjoining the Quebec Bank in Sault-au-Matelot street in 1828 This bank was absorbed by the Union Bank in 1872

Previous to the organization of banks, and indeed for many years later, the farmer was his own banker, secreting his meagre store of gold and silver in a stone jar, or even in an old stocking, in a corner of the massive stone chimney in the living room, or some other convenient place. The towns people were little better than their country cousins in this respect. Still others carried all their surplus wealth in the shape of money on their persons, and as a result much was lost through fires and robbery. In 1810 a reward of $1,000 was offered through the "Quebec Gazette" for the apprehension of two men who robbed William D. Cheever, at Anthony Roch's tavern in the town of Whitehall, N.Y., of a small trunk which contained $19,100 in bank bills and some clothing. In 1812 a Mr. Jones offered a reward of $300 for the apprehension of a villain, as the advertisement in the "Gazette" read, who had robbed him, at the circus in Montreal, of a red Morocco pocket book which contained $6,300 in bank notes, all of the Troy Bank, principally notes of $100 each.

In the early days of the French regime in Canada beaver skins, moose skins, fish and even wheat long served as currency in the country. Common playing cards as well as ordinary pieces of white cardboard and paper, cut into large and small pieces, each bearing its nominal value, stamped with the Fleur-de-Lys, as well as a crown, and signed by the Governors, the Intendant and the Clerk of the Treasury at Quebec, also did service in the financial affairs of the country from 1685. They were converted into bills of exchange at specified periods, but the holders of this paper, the last issue being in 1741, suffered heavy losses. After 1759 the English authorities paid for all labor and other commodities in specie, chiefly in Spanish and Mexican dollars. In November of the same year General Murray issued a proclamation prohibiting the use of paper money either among the troops or inhabitants. General Murray also issued a proclamation in the French language, from the castle St. Louis under date of 27th May, 1764, in which he notified the French residents that the authorities in England had decided to redeem all card money still in their possession. As a result of many who had sworn allegiance to the English monarch were saved from heavy financial loss.

It was in 1774 that Halifax currency was introduced in the Province of Quebec, which fixed the pound currency at four dollars and the shilling at one-fifth of a dollar. The shilling sterling and a quarter of a dollar were taken in trade as equal.

The banks not being allowed to circulate specie, in this Province at least, in 1837-38, the Quebec Bank issued printed bank notes of the value of twenty-five and fifty cents, while responsible merchants in this city traded their own paper money of various small denominations up to $1. Copper tokens issued by local tradesmen were also in general use for many years.

The currency act of 1854 made it legal for banks and other public institutions to keep their accounts in dollars and cents as well as pounds, shillings and pence. It was in 1858 that all government as well as bank accounts were ordered to be kept in dollars and cents only. For years later, however, many storekeepers as well as farmers and the older generation of Quebecers continued to trade in pounds, shillings and pence. Canadian silver coinage was first issued in 1859.

In Gaspé and Bonaventure Counties, in this Province, in the recollection of our inhabitants, fish took the place of money in all financial transactions, from the purchase of a pound of tea or a gallon of molasses to the payment of the salaries of school teachers.

Even down to quite a late period in the last century, before the withdrawal of the last of the Imperial troops from the Ancient Capital the regular soldiers were paid in Mexican silver. The money was brought from Mexico in war vessels and was deposited for safe keeping in the building now used by the military headquarters staff on St. Louis street.

It may be said that the year 1812, in consequence of the American declaration of war with Great Britain, marked the foundation of the whole banking system of Canada and the credit system generally, as a result of the introduction of the army bills, in which the public had the greatest confidence, and which continued to be used as legal tender for several years.

* * * *

PREVIOUS to 1789, when the first wooden bridge to cross the St. Charles river, named the St. Croix in 1535 by Jacques Cartier, was built at the foot of Dorchester street—called after Lord Dorchester, a former Governor of Canada—this latter thoroughfare was the last street in the sparsely settled district known as the suburbs of St. Roch's at the time. Beyond that, with the exception of the ancient and historic General Hospital, it was all country, a large part being known as the "Vacherie", or grazing ground for cattle. At the locality where the bridge spanned the river for thirty-five years before being destroyed by fire, for generations previously a ferryman named François Delâge dit Lavigueur with a scow and canoe plied his calling. The first draw bridge across the St. Charles, where once Goudie's extensive shipyard was located, at the foot of Bridge street, formerly called Craig street, but better known to the older generations as the "Pay" bridge, was opened to the public on Sunday, 18th August, 1821. Messrs. Anderson and Smith, prominent men of their day, who owned large tracts of land on the north side of the river, the old Smith homestead still standing, and whose private family cemetery was located near where the present exhibition buildings stand, where the proprietors of the bridge. At the time it was believed to be the longest bridge in Canada, being, on the whole, upwards of sixteen hundred feet long and twenty-eight feet wide. It was called "Pay" for the reason that pedestrians were obliged to contribute a "sou" for the right to cross the bridge at one time. The trustees of the Turnpike Trust were authorized by Parliament in 1849 to acquire this bridge.

Messrs. François Huot and Joseph Jacot, petitioned the Provincial Parliament of Lower Canada in 1812 for authorization to build a bridge over the Montmorency river, above the falls. The bill was adopted the same year and the bridge completed in 1814. The bridge, as seen in old prints, was erected a short distance above the cataract and had a single wooden abutment in the centre.

In 1812 John Goudie applied to the Legislature for permission to build a bridge below the falls, where for many years the river was forded by the travelling public and farmers.

G. W. Allsopp and others were given permission in 1812 to erect a bridge over the Jacques Cartier, while Michel Louis Juchereau Duchesnay applied to the Provincial Parliament of Lower Canada in 1815 and was granted permission to erect a toll bridge over the river at Cap Rouge, near where Jacques Cartier wintered his vessels.

William Davidson petitioned the Provincial Legislature in 1817 to obtain the exclusive privilege of building a toll bridge over the Chaudiere river, in the parish of Point Levis, between the falls and its outlet into the river St. Lawrence.

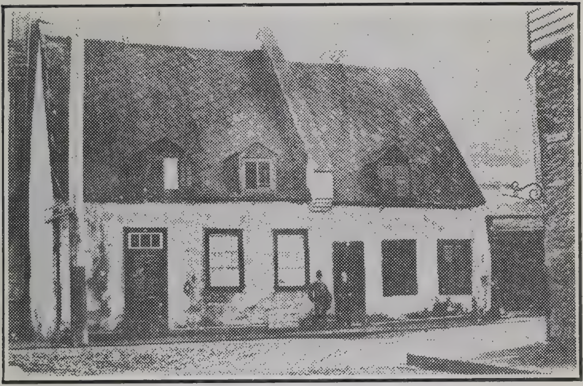
In 1814 Baptiste Caillouet gave notice of his applying for the exclusive privilege of constructing a bridge over the river St. Lawrence at Quebec. But nothing came of what, at the time, must have been considered a marvellous enterprise. The building of a chain bridge across the St. Lawrence from the lower Governor's Garden to Point Levis was suggested in 1829.

In 1825 François Cloutier was given permission by the Legislature to build a bridge over the Grande river, dividing the parishes of Ste. Anne and St. Joachim.

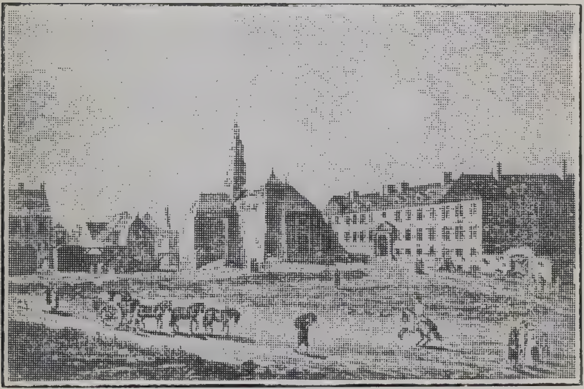
The bridge over the Jacques Cartier river, built in 1802, collapsed on the night of the 2nd April, 1829, but no one was injured as a resilt. The buttresses of the structure remained intact, but it was found that the wood work of the bridge was all rotten.

Before the construction of bridges the ferriage of the public across the different rivers and streams in this district, at least in the early days of the past century and years previously, was an important undertaking or calling and regulated by legislative enactments. In those days all ferrymen were obliged to procure licenses to carry on their work and any person without a license was fined twenty shillings for every offence. Soldiers, together with their wives and families, while on the march, were ferried across rivers and streams at half rate.

In 1826 the Assembly voted £500 to explore the tract of country on the Saguenay, Lake St. John



Arnoux Residence (47 St. Louis Street) where General Montcalm is Supposed to have Died.



Jesuits' Church and College—Former Demolished in 1807.

and the shores of the St. Lawrence, commonly called the King's Posts, while in 1829 £1,000 was voted by the Legislature for the purpose of making an exploration of the Saguenay district and the St. Maurice.

Four thousand dollars were voted by the Government in 1839 in order to repair the post road from Quebec to the State of Maine via the Kennebec river, including the hill at Point Levis. Twelve thousand were voted in the same year to improve the post road to New Brunswick.

* * * *

THE Quebec Fire Society was founded in 1765, and was undoubtedly the first concerted effort made in Canada at least to do battle with the fire fiend. The society was supported by voluntary subscriptions and in 1808 owned ten hand fire engines, which were located in wooden shelters in various parts of the town and suburbs, together with four hundred fire buckets, axes and ladders, in addition to other necessary apparatus. Fire engines were also owned by private citizens as well as by the Ordnance department. The following were officers of the society in 1805:—President, Louis Marchand; Treasurer, Claude Denechaud; Seretary, Thomas White; Committee, Joseph Caron, Etienne Côté, B. Tremaine, Louis Delmare, Gilbert Ainslie, John Goudie, jr., Thomas Place, Auguste Germain, M. Sauvageau, John Coltman, Charles DeBlois, Louis Robinson. Messrs. James Irvine, James Ross and M. Chinic were the executive officers. In 1823 the fire society was still doing business in Quebec with Mr. Joseph Roy as treasurer.

The first meeting to take into consideration the advisability of applying to the Legislature for the incorporation of a fire insurance company in this city was held at the Union Hotel on the 23rd February, 1816. The subscription books for shares of a company together with a petition to the Legislature for incorporation of the same, were later deposited in Macnider's store on Fabrique street, where subscriptions and signatures were requested. The Quebec Fire Assurance Company was finally organized by William Henderson, jr., in 1818 and the office was at No. 16 St Peter street. The corner stone of the original building of the Quebec Fire Assurance Company on this street, the site of the present structure, was laid with Masonic ceremony on Wednesday, 3rd July, 1821, the brethren marching in procession from the Union Hotel, opposite the Place d'Armes, headed by a military band. The ceremony was followed by a dinner at the Lauzon Hotel in the evening, at which the officers and subscribers attended.

In January, 1821, the Quebec Fire Assurance Co , through the Secretary, Mr. Henderson, offered a reward of fifty pounds for the apprehension of the party or parties who made several attempts to set fire to the Ursuline convent in this city

In the olden days, years before the regular fire brigade came into existence—in 1866—when a fire declared itself, no matter in what part of the town it happened to be, it was a question of forcing everybody out of bed if at night. Once the parish church bell sounded the alarm members of the volunteer brigade ran wildely through the streets, blowing trumpets, sounding gongs and rickets, or shouting as loudly as their lungs would permit, as a means of notifying the populace that a fire had declared itself somewhere in the town, it mattered little where, and usually managed to frighten the women and children out of their wits, so great was the uproar. Then it was a question of all the family hurriedly dressing and getting out on the street, the men and older boys to join the crowd and assist in pulling the hand engines, hose reels or other apparatus to the blaze. There were several French songs which were always sung when going to or returning from a fire, the crowd joining in the choruses.

Each engine crew was in charge of a captain, who was not very particular as to the quantity or variety of words used in directing the efforts of his men, or in denouncing the work of another crew, with the result that free fights were not unusual over the battle of words before returning home.

In 1845, there were six engine companies, of forty men each, exclusive of the officers, one hose company, and one hook and ladder company. Fifty pounds currency were granted by the Corporation to each company for attendance at fires during the year.

In 1848, the Quebec Municipal Fire Department consisted of eight hand engines, hose reels and other apparatus, as well as the Quebec Hose Company under the care of William Clarke, on Ste. Ursule street, and the Sappers and Hook and Ladder Company in charge of F. N. Martinette, in St. Roch's.

The hand engines and the persons in charge of them were as follows:—"Deluge", C. Baxter, Ste. Anne street; "Union", C. Moisan, Prescott Gate; "Invincible", J. Boomer, Nouvelle street; "St. Lawrence", D. Robeson, St. Paul street; "St. Roch", J. Bruneau, St. Joseph street; "Le Canadien", J. B. Bureau, St. Joachim street; "Erin-

Go-Bragh", J. Murray, Champlain street; "Faugh-a-Ballagh", W. Martin, Champlain street.

At every fire the captain of a company received five shillings, the lieutenant three shillings and the rank and file two shillings each. But it was a cse of no work, no pay. Volunteer firemen were exempt from serving as jurors, constables or peace officers and in the militia, except in case of an invasion, and from performing or paying for statute labor.

If the fire happened to be in the vicinity of one of the large wells or cisterns that were scattered over the city, the water supply was then easily obtainable, and usually equal to the demand. But when it was a case of depending on the water carriers, the order of things was somewhat different. In that event the first man who arrived at the scene was rewarded with a cash bonus, and this prize winner was soon followed by a regular procession of carts, the horses driven madly hither and thither amidst crowds of people, sometimes with half emptied barrels, as a result of their racing through the narrow streets.

The carter who arrived at a fire first with a barrel of water was rewarded for his enterprise with five shillings, the second received two shillings and six pence, the third one shilling and three pence, while each subsequent barrel was worth seven pence half-penny.

If the fire assumed alarming proportions, beyond the control of the local force, it was usual to call upon the troops of the garrison for assistance, which was always readily and cheerfully responded to.

A law was passed in the Quarter Sessions of the Peace at one time to deprive carters of their licenses if they were convicted on the testimony of one creditable witness of having refused to proceed to any fire in the city or suburbs for the purpose of conveying water or to transfer effects.

Insurance companies organized fire companies at their own expense in 1836.

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FOR many years after 1775 banquets were held in this city annually to commemorate the defeat of Montgomery and Arnold, which were largely attended by the leading military and mercantile men, as well as Government officials, without distinction of nationality. The garrison in 1775 was extremely weak in troops of the line. It consisted in all of about eighteen hundred persons bearing arms of every description and of all ages.

At the invasion of Quebec by the revolutionary army in 1775, under Generals Montgomery and Arnold, Mr. James Thompson, the last survivor of Wolfe's army in Quebec who died in 1830 at the age of 98 years, had charge of fortifying the city against the assaults of these two officers and their forces. On General Arnold's division appearing in front of St. Louis Gate it was he who fired the first shot with a twenty-four pounder from the Cape Diamond Battery, which assisted in bringing about Arnold's retirement to the vicinity of Scott's bridge.

On the defeat of the other division under Montgomery at Près-de-Ville, near the old Allan wharf, and the General's death at the age of forty, on the early morning of December 31, after the latter's victorious journey by way of Montreal en route to Quebec from New England,·Mr. Thompron had charge of his burial. In his diary he gives details of the interment. The body, on being carried into the city, was identified not only by himself, but by a Mrs. Prentice, wife of Sergeant Miles Prentice, who served under Wolfe, was one of the first English settlers to become a householder in Quebec and died in 1787. Mrs. Prentice at the time kept a boarding house in the Freemasons' Hall.

General Montgomery had previously lodged with Mrs. Prentice on his visits to Quebec, having held a commission as captain in the Seventeenth Regiment of Foot, and fought under Wolfe at the capture of the city. His brother Alexander was also a captain in the Forty-Third Regiment. But both left the military service and Richard went to New York, where he married into a wealthy family named Livingston, living at the time on the Hudson River. He later joined the revolutionary forces against England.

Mr. Thompson had the body of the dead officer conveyed to a small log house on St. Louis street (now No. 72) owned by one François Goubert, a cooper, and ordered Henry Dunn, a joiner, to prepare a suitable coffin. This he complied with, in every respect becoming the rank of the deceased. In the presence of the army chaplain and others the body was lowered into a grave already dug in the gorge of the St. Louis Bastion, with his two aides-de-camps—Cheeseman and McPherson—beside him, in the vicinity of where the military prison (now the ordnance stores) stood on Citadel Hill, on the 4th January, 1776. Forty-two years later, or in 1818, Mrs. Montgomery, widow of the General, applied to the Governor, Sir John Sherbrooke, for the remains of her husband, and the request was complied with. The exhumation of the body took place in the presence of Major Freer, who was on the staff of the Governor; of Major Livingston, a near relative of Mrs. Montgomery; of Chief Justice Sewell, and of other spectators. It was the same Mr. Thompson who had charge of exhuming the remains, which later were removed to the precincts of St. Paul's Church, New York.

Mr. Thompson was in possession of General Montgomery's sword from the time that the latter's body was found frozen stiff in a snowdrift the morning after the assault, and wore it while on duty on many occasions.

The American prisoners of war, numbering several hundred, were confined in the Seminary, adjoining the Basilica, as well as in the Recollet convent, for some time, but the authorities later selected Murray Bay, the fashionable seaside resort of to-day, as a suitable place for their detention.

The seigniories of Murray Bay and Mount Murray, situated on either side of the Malbaie river, were granted to Colonel John Nairne and Colonel Malcolm Fraser by General Murray in 1762. Both officers had served in the British army at Quebec under General Wolfe. There was a saw mill at Murray Bay in 1686 and timber was shipped to France from there at that early date.

# CHAPTER XI

Overland Mail Service Between Quebec and Montreal.—Quebec's First Postmaster.—Couriers who Travelled to the Maritime Provinces.—Postage Rates.—First Ferry Service to Levis.—Baths on Steamer Lauzon.—Horse Boats, Etc.

THERE WAS an overland mail service along the north shore of the St. Lawrence, between Quebec and Montreal, in 1721, the year the mail service was first organized in Canada. It was Thomas de la Naudière who secured the privilege of carrying the mails between the two towns for a period of twenty years from Intendant Bégon. Postal rates were first fixed, however, in British North America and the empire in 1710. In 1759 there was already a postal system in North America, connecting all the other British colonies with one another by a line of sailing packets. Shortly after Canada was ceded to the English a postal system was organized by a young Scotchman named Hugh Finlay, and post offices were opened in Quebec, Three Rivers and Montreal. This young man had a fair knowledge of the French language and was thus, in addition to his previous experience, qualified for the position. He was Deputy Postmaster-General for Canada from 1774 to 1800 and had served from 1753 to 1774 under Benjamin Franklin, first English Deputy Postmaster-General for the British American Provinces, the latter being a printer by trade and a distinguished American statesman and natural philosopher.

Hugh Finlay was Quebec's first postmaster, being named to the position in 1763. Aaron Hart was the first postmaster at Three Rivers and John Thomson at Montreal, all three being named in the same year.

A mail service was established between Canada and the United States in 1797, when couriers travelled weekly to New York via Lake Champlain in the summer season, but during the winter months it took at least ten days to make the journey. During the winter of 1821 there was a tri-weekly postal service with the United States, but it was not until 1849 that an arrangement was made with that country for a free exchange of mail matter.

In 1805 there was a monthly mail service for England via Halifax and to Upper Canada from Quebec, while seven years later there was a fortnightly service between Quebec and Fredericton, N. B., during the winter months at least. In 1815 the English mail, which arrived at Halifax on the 14th June, only reached the Quebec post office, a distance of 618 miles, on the 16th July.

Post houses were established between Quebec and Montreal in 1807 and G. Taschereau was the first provincial superintendent. Two years following he was succeeded by F. Deschambault.

Daniel Sutherland, who had been postmaster in Montreal, was named Deputy Postmaster-General of Canada in 1816 and it was during his tenure of office that colonial control of the postal system was first adopted.

It was on the 2nd May, 1814, that the Quebec general post office was removed from one of the ancient buildings that stood on the site of the present Cardinal's palace, to the Freemasons'

Hall or Chien d'Or building, which, in the early seventies, was demolished and a portion of the present post office building erected.

A post office was opened between Goudie's and Hunt's wharves, in the Lower Town, in 1827, for the purpose of receiving and delivering letters and other mail matter brought to Quebec by the steamers from Montreal and elsewhere. Mr. Sheriff was in charge of the office.

In 1814 there was a daily mail service—except on Sundays—between Quebec and Montreal, the mail closing at 4 p.m. and the royal stages travelled night and day between the two cities. The mail only left Quebec for Montreal three times a week the previous year, and when the roads were good one passenger only was permitted to travel with the mail courier between the two cities. Proprietors of stage lines also carried mail matter, however.

Although the people of the rural districts were provided with a mail service, at long intervals at least, from the days of New France, post offices were only opened at St. Thomas, Montmagny, Riviere Ouelle and Kamouraska in 1816, with a fortnightly service. Mr. J. McPherson was postmaster at St. Thomas, Mr. Letellier de St. Just at Riviere Ouelle and Mr. J. B. Taché at Kamouraska. The rate of postage for the first mentioned office from Quebec was six pence, for the second eight pence and for the third ten pence for single letters with proportionate charges for double weight, etc.

Post offices were opened at Deschambault, St. Sylvester, Inverness, New Ireland, Chelsea, East Farnham, Batiscan, New Carlisle, Cape Cove, Perce, Point St. Peter and Gaspe Basin in 1837.

A post office was opened at Carleton, in the Gaspe peninsula, as early as 1796.

A mail service between Quebec, Montreal, Hull and Richmond Landing was inaugurated in 1819.

In 1826 there was an interval of thirty days between the arrival and departure of the mail packet for England. A regular mail service by steamers instead of by sailing vessels between Canada and Great Britain was inaugurated in 1856 by the Montreal Ocean Steamship Company.

Two shillings and eight pence were charged as postage on letters from Quebec to New York in the early period of the past century, while for double weight letters the charge was five shillings and two pence, and for treble weight seven shillings and eight pence. Letters from Quebec to Three Rivers at one time cost seven pence, and to Richmond, Sherbrooke, Montreal or Rivière du Loup nine pence. The rate to Kingston was one shilling and six pence and to Halifax one shilling and eight pence. At one time the postal rate from London to Quebec via Halifax, N. S., was ninety-two cents, while in 1847 letters to and from the United Kingdom were subject to a uniform charge of one shilling and four pence per half ounce. Even as late as forty years ago letters to Norway, that cost five cents now, necessitated an expenditure of sixty-five cents for postage.

It was the general rule at one time that no mail route was established that did not pay at least the expenses, and as a consequence isolated settlers were for years practically denied the luxury of a mail service.

On account of the high rate of postage in the ancient days, letters were few and far between, but travellers, especially those on steamers, were in the habit of carrying missives for their friends, thereby escaping the excessive charges. This illegal practice gave the postal authorities much annoyance and they made every offort to prevent it, but with little success. Soldiers and seamen who were on active duty in the early days of the past century paid but one penny postage on their letters, as compared with the high rates charged civilians.

Our forefathers, at least down to the late forties of the past century, had no envelopes in which to enclose their correspondence. Instead, they used a double sheet of paper of letter or foolscap size and folding it neatly into a space about the size of our present regular envelope, applied sealing wax to keep the ends closed. Postage stamps were not in use then either, but, instead, the letter was stamped with a large seal, with the amount of postage to be paid written thereon.

Penny postage was introduced in England by Sir Rowland Hill in 1840 and the same rate was established between Canada and the other portions of the empire in 1898.

The year 1851 marked the introduction of postage stamps. In 1855 the postal money order and letter registration systems were established. A uniform letter rate of three cents was adopted for all Canada and post office savings banks established in 1868. The first post cards were used in 1871.

Post offices were transferred from Imperial to Canadian control in 1851.

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It is on record that a regular ferry between Quebec and Levis was established in 1722, when a ten years' contract was given to a resident of the city named Sieur Lamouillier. But how the boats were propelled, whether by wind, man, horse or other power is not known. Paddle wheels worked by hand and foot power for driving boats through the water were used long before steam engines were even thought of. As early as 1777 Hon. Henry Caldwell, seigneur of Lauzon and a prominent resident of Quebec at the time, applied to the Lords of Trade in England for the privilege of running a ferry service between Quebec and Levis, but his application was refused as it was thought to be too important a monopoly to give one individual.

Before the introduction of steam navigation, even in the early period of the nineteenth century, batteaux or schooners, some of them decked out in becoming style, with awnings, etc., when conveying distinguished passengers, took as much as two and three weeks to sail the distance of one hundred and eighty miles to Montreal when contrary winds were encountered. To overcome the strong current at what is known as the "Richelieu" rapids—called after the great French cardinal—some short distance up the river, the captains brought their craft as near the land as possible, when men with ropes were obliged to walk ashore and by pulling thus aid the oarsmen in their arduous task. The vessels were usually brought to anchor at a convenient place at some village while en route and the passengers passed the night there. Many carried small tents, which they pitched at a suitable spot, with "beaudets" or folding beds on which to sleep, and mosquito nets, as well as a supply of provisions. After a sound sleep and a hearty breakfast they continued on their journey at an early hour, if weather conditions permitted. Others took advantage of what the "Maisons des Postes" could afford in the way of bed and board while ashore. Owing to the slowness of travelling by water, many Quebecers made the journey to the sister city on foot, some of them for the novelty of the thing, reaching their destination in eight or ten days. The Montreal boys who attended the Seminary in Quebec long since, were obliged to walk the distance between Quebec and Montreal on many occasions in order to spend the vacation days with their families in consequence of the slow navigation. They experienced little difficulty in covering the distance as they were always made welcome by hospitable French Canadian farmers, who not only provided them with sleeping accommodation, but with meals as well when necessary. It was nothing unusual in the early days of the English occupation of Canada and even down to an early period of the past century for British Tommies to walk to Montreal, if satisfactory arrangements could not be made with the farmers to convey them via the St. Lawrence in batteaux or canoes. Indeed many of our forefathers are known to have walked to Boston and other towns in the New England States in the olden days. Mr. Pemberton, a well known Quebecer in his day, walked from Montreal to Quebec in February, 1827, in five days.

The steamer Lauzon, built on the St. Charles river by John Goudie, in 1817, was a vessel of 310 tons and propelled by steam. She crossed between Quebec and Levis from that date until

1828, besides making an occasional trip to Montreal. The company that owned the boat was known as the Quebec Steamship Company and the shareholders comprised Quebec and Montreal merchants. The Lauzon was the first steam ferry on the river at Quebec. The time occupied in crossing was from ten to fifteen minutes and the price for the passage was six pence per head, with a regular tariff for merchandise. The steamer ran from 5 a.m. to 9 p.m. daily, and ten minutes before each trip a bugle or horn was sounded to give travellers warning that the boat was soon to leave. The venture was considered a great novelty at the time and many Quebecers took advantage of the boat to make the first trip in their lives to Levis. The French Canadian captain was obliged to shout out all his orders to the English speaking engineer, as bells or telephones were out of the question then, and such commands as "stop her, Joe," "reverse her, Joe," "start her, Joe," and "another stroke, Joe" were frequently given. This steamer was replaced by one called the "New Lauzon," owned by James Mackenzie, a former leading resident and steamboat owner of Levis. Copper tokens of various values were used as tickets in place of money for passengers and freight for many years on the Lauzon. The fare for foot passengers to and from Levis on this steamer in 1823 was four pence. Lady and gentlemen passengers were afforded the luxury of hot or cold baths, with private dressing rooms attached to each bath, which cost one shilling and six pence. A cart attended regularly at the slip each morning from 5 to 8 to convey provisions, etc., from the steamer to the Lower Town market square.

The horse boats date from between 1812 and 1815. Mr. James Mackenzie owned a horse boat called the Britannia in 1830, which made the passage between Quebec and Levis regularly daily. The farmers of St. Nicholas, Ste. Croix, Lotbinière and St. Giles had a horse boat in 1831 with which to convey their produce to the Quebec market. This boat also permitted the farmers along the Craig's road to bring their produce to the Quebec markets in the summer season. The boats also made trips to Montreal, being faster than sailing craft. Some of them were worked by four horses, but the larger ones required six horses. This style of boat was definitely abandoned in this port in 1850. To cross to Levis, even in the recollection of our older citizens, it was very often necessary to take a ferry boat worked by horses, and the time occupied in crossing varied, especially if a storm prevailed or the old nags working the paddle wheels took it into their heads to have a rest. In that event the boat might float up or down the river any distance, according to the tide. On the Quebec side the landings were made at the Finlay market. A well known charactr, before the departure of the boat, raced through the market square as far as Notre Dame street, stopping at intervals, going and returning, to blow his tin horn and call out in a loud voice. "Embark, Embark". This he would continue until, in the judgment of the captain, the load warranted a start. Horse boats were often used as tow boats.

Although it was in 1809 that the first steamboat was built in Lower Canada, there were no less than seven steamers plying between Quebec and Montreal in 1819, namely, the Masham, New

Swiftsure, Lady Sherbrooke, Car of Commerce, Quebec, Caledonia and Telegraph, making more or less regular trips during the season of navigation, while the Lauzon was crossing between the city and Levis at the time. In all, at the above date, as far as the information can be gathered, there were twelve steamers owned in the Provinces of Lower and Upper Canada and five in the United States. This speaks well for the province of Quebec, its citizens not only being the pioneers in promoting steam navigation, but at one time were the owners of more than half of the steamboats ploughing through the great rivers and inland seas of the American continent, carrying freight and passengers.

The Accommodation was the first steamer launched in Canada, and was the property of Mr. John Molson, of Montreal. She was eighty-five feet over all and sixteen feet beam. On her first trip to Quebec from Montreal she was sixty-six hours on the passage, of which she was at anchor thirty, so that thirty-six hours was the actual time she took to reach this port. As it was found that ox teams were required to tow the Accommodation up the St. Mary's current, below Montreal, Mr. Molson, who was given the exclusive privilege of navigating one or more steamboats between Quebec and Montreal by the Provincial Parliament of Lower Canada, in 1811, proceeded to build the Swiftsure, a vessel of one hundred and thirty feet keel and twenty-four feet beam, with cabin space for forty-five and steerage room for one hundred and fifty persons. This vessel was launched from Logan's shipyard, Montreal, on Thursday, August 19, 1812, not only in the presence of His Excellency the Governor-in-Chief, Sir George Prevost, Lady Prevost and suite, who witnessed the launching from a special gallery erected for the occasion by Mr. Molson, but by nearly three thousand spectators, amidst great cheering. The Swiftsure started from Montreal on her first trip, according to the Quebec Gazette, at five o'clock on Saturday morning, May, 1, 1813, and anchored at Three Rivers, where she left on Sunday morning at five o'clock and arrived at the King's wharf—which was under lease to Mr. Molson—at half-past two, being twenty-four hours and a half under way between the two cities, with a strong head wind all the way. She was superbly fitted with accommodation for passengers in every respect, equal to the best hotel in Canada. "America cannot boast of a more useful and expensive undertaking by one individual than this of Mr. Molson's," concluded the Gazette's article on the arrival of the Swiftsure. Not only did the steamer carry passengers and freight, but was used as a transport by the military authorities during the war of 1812-15 with the United States, conveying prisoners of war to this city and on many occasions was chartered to convey soldiers to and from Quebec, Three Rivers, William Henry — now known as Sorel—and Montreal, where at one time Imperial troops were garrisoned.

In addition to the Accommodation and Swiftsure, Mr. Molson also built the Masham, which arrived in port on the opening of navigation in 1816, and was speedily followed by an opposition boat built by an association of merchants of Montreal and named the Car of Commerce.

The DeSalaberry, a steamer of two hundred tons, named after the hero of Chateauguay, ran between Chambly Basin and Quebec with passengers and freight in 1821, stopping at Pont Olivier, Beloeil, St. Marc, St. Antoine, St. Ours, Sorel, and Three Rivers. As it was found that the water in the Richelieu River was not of sufficient depth to permit of safe navigation higher than St. Ours, the steamer ran between Quebec and Montreal only. This steamer was destroyed by fire while on the passage from Quebec on the 12th June, 1823, a few miles above Cap Rouge, with the loss of six or seven lives and a valuable cargo. It was the first accident of the kind that had ever occurred on the St. Lawrence.

The first regular tow boat on the St. Lawrence at Quebec, known as the Hercule, was built in 1824 and besides making regular trips to Bic in search of sailing vessels beating their way up the river and in need of a tow, she also travelled to Montreal in the double capacity of tow boat and passenger steamer. The Hercule is given credit for being the first vessel with steam power to ascend the St. Mary's current at Montreal.

The steamer John Bull, built by Hon. John Molson, of Montreal, at an expense of £20,000 and the first steam vessel on the continent, which made regular trips between Quebec and Montreal, was burned to the water's edge on June 10, 1839, near Sorel, while on the passage from this city to Montreal. Some ten steerage passengers, all emigrants, and a cabin passenger were drowned. The steamer was heavily loaded with merchandise and all the passengers lost their entire worldly possessions.

The Richelieu Steamboat Company, now known as the Canada Steamship Lines, with a capital of millions of dollars, was founded in 1845 and began running market boats between Sorel and Montreal. The company started the mail steamer service between Quebec and Montreal in 1854.

There was a regular steam ferry service to the Island of Orleans from Quebec in 1855.

The first steamer of the Allan Line to reach Quebec was the Canadian, which arrived on her maiden trip in 1854.

The year 1831 was a memorable one in the history of Quebec, opening as it did a new era in shipbuilding. That year marked the construction and launching of the Royal William, the first vessel to cross the Atlantic under her own steam.

In 1842 the steamer North America was running between Quebec and Chicoutimi, calling at Kamouraska and other places going and returning. In 1826 the brig Saguenay was chartered by the Government of Lower Canada to facilitate communication with the Saguenay district.

Among the French Canadians, Messrs. Julien Chabot and Jean Baptiste Beaulieu, of Levis, were among the pioneers of steam navigation on the St. Lawrence. They both owned small steamers that crossed between Quebec and Levis early in the past century.

# CHAPTER XII

Liquor Traffic in Quebec and District.—First Brewery in Canada.—Residents not Permitted to Keep Strong Drink in their Homes.—Drunks Severely Punished.—History of the Neptune Inn, the Albion and other Hotels.—Kreighoff's Pictures. — Slavery Days. — Earthquake Shocks.—Chimney Sweeps, Etc.

FROM the earliest days of New France the clergy as well as the military and later the civil authorities, the latter for the most part through temperance organizations and otherwise, have conducted an active campaign against the liquor traffic in Quebec and district. As a matter of fact it is recorded in history that at one time beer was the only intoxicating stimulant the people were permitted to quench their thirst with. And with that end in view Jean Talon, the second French Intendant, but the first one to take over his duties in Canada, in 1668 established a brewery on the site of the present Boswell property. As a result of Talon's ordinance in the last year of his occupancy of office in Canada, no wines or other liquor were permitted to be imported into the colony from France or elsewhere, which had a most beneficial effect on the settlers at the time, especially among the hardy coureurs des bois or fur traders, who were too ready at times to carry on illicit traffic in liquor with the Indians, which proved a great menace to the few scattered colonists in New France at the time. Again in 1706, as the result of an ordinance issued by Intendant Raudot the inhabitants of many of the parishes in the vicinity of Quebec were not even permitted to keep any strong drink in their homes, while the sale of liquor on Sundays and holy days was strictly prohibited. As a consequence any infraction of the law called for severe punishment on the part of the authorities. A few years later, or in 1726, Intendant Dupuy prohibited the sale of intoxicating liquor without a license, and it is quite possible that it was from this date in the country's history that licenses for the sale of liquor were granted and the system carried on ever since.

People found under the influence of any beverage stronger than water at the above date were obliged to undergo quite an ordeal of punishment, which was meted out to them under the French regime. This included an application of the cat-o'-nine tails, to have their ears cut, or they were obliged to ride a wooden horse or "Chevalet" with a sharp back and in addition weights were attached to the victim's feet. Hotels were also ordered to be closed during the hours of mass on Sundays and feast days. The tavern keepers were not permitted to give drink to tradesmen, such as masons, carpenters and joiners during working hours without a permit from the authorities. The laws continued to be stringent and to be rigorously enforced under English rule. Military men found in an intoxicated condition not only forfeited their much prized daily ration ot rum for six weeks at the instance of the British military authorities, but, what is more, were the recipients of corporal punishment in the shape of twenty lashes on the bare back, administered by a robust soldier of the garrison every morning until they acknowledged where they had secured the liquor. The vendor, when found guilty, also suffered a whipping in addition to undergoing imprisonment.

For ages drunkenness was all too prevalent in the city and surrounding rural districts, when liquor was procurable for almost a song and stringent measures were necessary in order to overcome the demoralizing effects of the habit among all classes of the population, the merchant prince being equally guilty with the poor man. Then again there was the military men in the garrison at this time to deal with. As a rule in the olden days, from the closing of navigation in the fall until the opening of navigation in the spring, apart from shipbuilding, there was little doing for many of the people, and their leisure hours were passed for the most part in the clubs, hotels or taverns.

As an example it is on record that there was an hotel or tavern for every seventy-five of the population of Quebec in 1815, when they numbered 154 in the city and 127 in the county. In the following year, however, a radical move was made and the number reduced to ninety-one for the city alone. In 1816 there was as many as nine hotels or taverns in Levis.

In the early days of the past century tavern keepers were supposed to act as special constables.

A bill was passed at the session of the Legislature of the Province of Lower Canada in 1805 prohibiting the sale of wine, rum and other spirituous liquors on Sundays in the Province. The first fine for an infraction of the law was five pounds and for every subsequent offence was ten pounds.

There was a strong temperance movement inaugurated in Quebec in 1831 in which the leading business and profession men and politicians of the day were interested, including Messrs. John Neilson, M.P.P., Panet, M.P.P., Bedard, M.P.P., Campbell, Fisher, Gauthier, Glackmeyer, Clapham, Hale, Musson, Romaine, Sewell and Dr. Douglas.

Years previous to 1841, when the temperance cross was erected in Beauport to commemorate the great temperance movement inaugurated by Father Chiniquy — at one time cure or rector of the parish, but who in later years left the church—when several thousand people pledged themselves to total abstinence, temperance societies and bands of hope had already been organized by leading citizens to fight the traffic in Quebec.

The St. Roch's Temperance Society in 1845 consisted of 7,503 members, classified as follows:—Total abstinence, 5,484; partly abstinent, 2,019. The active members of the society were Messrs. Z. Charest, F. X. Paradis, O. Bigaouette, Théo. St. Jean, Joseph Tourangeau, Joseph Laurin, R. Pelchat, G. Garneau, C. Jobin, C. Vézina, P. Lapointe and E. Trahan.

The Quebec Temperance Hall Association was incorporated in 1857 and owned the building on Ferland street, built in 1816 as a place of worship. The following gentlemen were among those interested in the Quebec Temperance Hall Association:—W. Bignell, R. Symes, R. J. Shaw, P. LeSueur, F. LeSueur, T. Bickell, C. Brodie, James Miller, G. Mathison, B. Cole, jr., J. H. Craig, A. Farquhar and James Reid.

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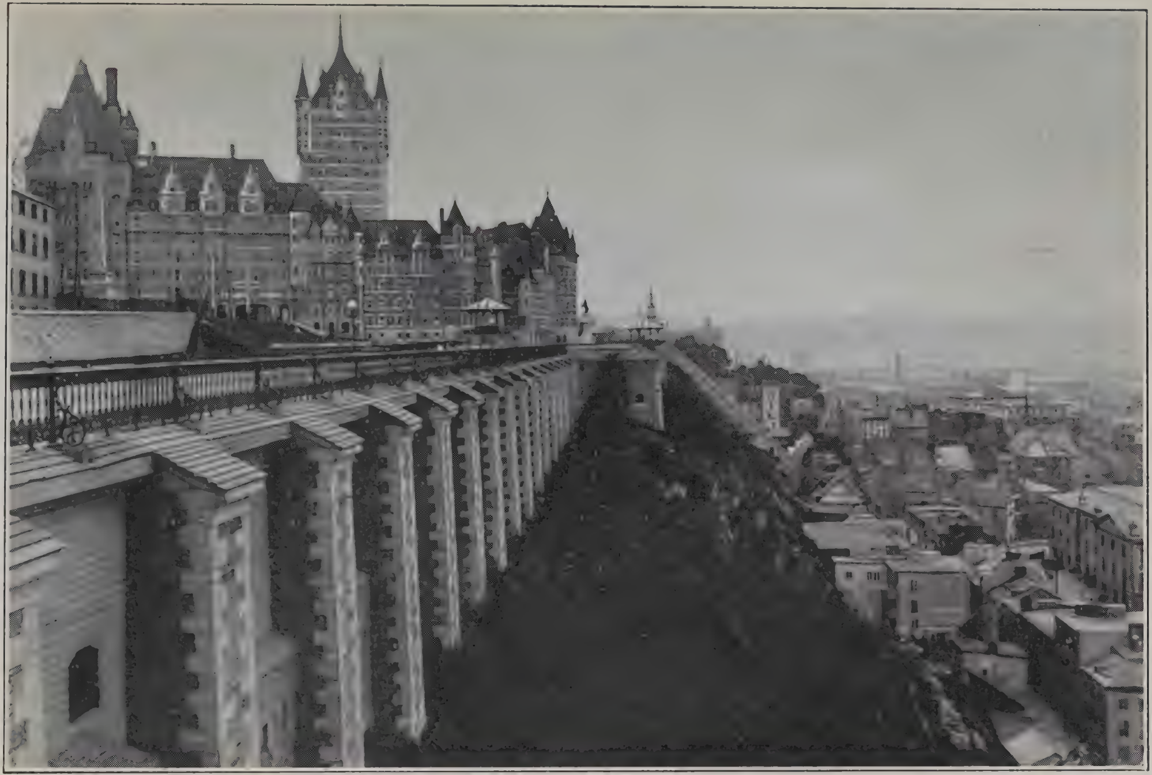

The Enlarged Chateau Frontenac and Dufferin Terrace.

THE "Sun" tavern, on St. John street, was a popular hostelry as early as 1765, being largely patronized by the military men of the garrison, and was owned by Miles Prentice. This man had served under General Wolfe and was not only one of the first English settlers to become a householder in Quebec, but most likely was the first tavern keeper following the new regime. St. Patrick's Day in the above year falling on a Sunday, a patriotic sermon suitable to the occasion was preached by Rev. Dr. Brooks at the Anglican church service held in the sacred edifice owned by the Recollet fathers. The service on this occasion was attended by the military, judicial and other authorities as well as by the leading merchants of the town at the time. Later in the day a large company sat down to dinner at the "Sun" tavern in honor of the patron saint of Ireland, when loyal and patriotic toasts were drank. This is the earliest celebration of St. Patrick's Day recorded in Canada. Sunday, June 24, 1764, being the festival of St. John, local Freemasons celebrated the day at the "Sun" tavern, with a dinner, the price of which was five shillings.

George Longmore, M.D., who was attached to the English military medical service in this city for years previously to retiring to private life, was health officer and medical inspector of the port of Quebec in 1805. The doctor, who was one of the leading citizens at the time, owned and occupied an ancient two storey dwelling that once stood on the site of the Union Hotel and Coffee Room, at the corner of Du Fort and Ste. Anne streets. This hotel was one of the most imposing structures in the city at the time of its construction and necessitated considerable sacrifice on the part of the gentlemen who invested their capital in the enterprise. It was far from being a paying investment, so much so in fact that some few years later the company was anxious to dispose of the hotel at a financial sacrifice. Thomas Holmes was the first lessee of the Union Hotel, while in later years it was known as Payne's and St. George's hotel. In 1808 the directors of the company were such well known men of their time as Hon. J. A. Panet, Hon. John Young, Hon. Jonathan Sewell, John Painter, Joseph Plante, John Coltman, Angus Shaw, David Munro, John Caldwell, Joseph Bouchette, John Blackwood, Thomas Plain and John Taylor. Claude Denechaud was the treasurer, and William Lindsay the secretary. Balls, banquets and important dinners were held in the great dining hall of the Union Hotel during the past century at which the governors, statesmen and many notables assisted from time to time. In 1820 St. George's Day was celebrated by a dinner there at which one hundred and fifty guests were present. The building was sold by the sheriff in 1824 for the sum of £4,215, while in 1826 it again changed hands, when it was purchased by Chief Justice Sewell and continued to serve the purpose of an hotel and concert and dramatic hall for years.

The "Neptune Inn," located at the corner of Sault au Matelot street and Mountain Hill, is one of the historic spots in the Lower Town. The hotel was opened in 1809 by a William Arrowsmith, at a time when Quebec's Wall street had a very small resemblance to the present day conditions in that part of the city. The "Neptune Inn" was a very popular hotel, being largely patronized by the leading business men of the

Ancient Capital at the time, whose warehouses as well as private residences were located in this locality. The captains of hundreds of the sailing vessels that reached port from Europe during the season of navigation in the olden days, made this hotel their rendez-vous. In the winter it was the popular resort of several social and sporting clubs, the Quebec Rowing Club among others, whose members had the reputation of enjoying themselves during their long months of idleness following the closing of navigation, when it was a case of balancing the books and taking down the snowshoes. For years the hotel was the headquarters of the Quebec Exchange and the Committee of Trade, now known as the Board of Trade, where trade auctions were frequently held. The figure head of the frigate "Neptune," an English war vessel lost on the Island of Anticosti some time previously, decorated the front of the hotel, over the main door, for many years after it was opened. The figure was a gift from Mr. John Goudie, a well known shipbuilder in his day. Following Mr. Arrowsmith the hotel changed hands many times, Mrs. Patrick Herrell, Mr. Strickland, Mr. Miller, Mrs. Nicholson, Mrs. Hammond, Mr. George Losser, Mr. Batchelor and Mr. Londrigan being among others in charge. The building was used as a tailor shop by Mr. Shea in 1850 and later as a ship chandlery by D. Maguire. Finally, in 1861, it was acquired by the Messrs. Foote, from where the Chronicle was published for years, until, for the second time, it was converted into an hotel.

The London Coffee House was another well known hostelry in the Lower Town in the early days of the past century, which former generations of Quebecers largely patronized. It was opened in the same year as the Neptune Inn—1809—in the month of May of that year it might he worth mentioning, by Messrs. Manthrop & Mitchler, at No. 13 Sous-le-Fort street. It was a fashionable resort of the period and dinners were given there which even the Governor-General at times attended. Many Ottawa lumbermen and ship captains for years patronized this hotel while sojourning in the city. In 1847 Alexander McLean was the proprietor of the hotel, when it occupied the ancient looking stone building in the Cul-de-Sac which is still standing opposite the site of the old Champlain Market square, where French warships were once built. A Mr. Hinds managed the house in the late sixties, before its usefulness as an hotel ended.

François Mailhot, an enterprising French Canadian, on the first of May, 1812, opened the Mailhot hotel, coffee house and tavern at No. 40 St. John street. This house was three stories in front and four in the rear with an annex three stories high. At the time it was one of the most modern hotels in the city. It was a popular resort for the travelling public for many years and patronized by the best people in the city, where banquets and fashionable social events were held frequently, especially by the French Canadian element of the population. At a later date Messrs. West & Blanchard managed the hotel. Possibly this latter was the same Mr. Blancherd, who in 1836 and for years later was proprietor of the hotel known as the Blancherd House, facing Notre Dame square. Mr. François Mailhot owned the "Royal Circus," which dated from 1825 and was located in a spacious building in rear of the hotel. The hotel was sold by sheriff's sale in 1832 and purchased by Chief Justice Sewell for £3,025. It remained open for some years later. The structure formerly known as Casey's building, occupies the site of the Mailhot hotel.

The Belfast Coffee House, owned by William and John O'Hara, in the early period of the past century, was located on Champlain street, directly facing the King's wharf, where the steamers from Montreal in the long ago usually moored and where several wholesale houses were located. This district was at one time a popular one for local merchants, many having stores in the immediate vicinity of the hotel and along Little Champlain street, which was an important thoroughfare then. The Belfast Coffee House was quite a commodious building and it was here that the Sons of Hibernia celebrated the festival of their saint on Monday, March 18, 1816—St. Patrick's Day falling on a Sunday—with a dinner at which the guests sat down at five p.m.

The anniversary of the birth of the Bard of Ayr, Robert Burns, was celebrated in Quebec in 1818 by the "Society of Burns' Admirers" with a dinner at Newton's hotel, which was largely attended by the Sons of Caledonia and their friends, but history does not record where this hotel was located at the time.

The Victoria House, opened in 1838, was situated on Sous-le-Fort street. It was a stone building of three stories with basement, and contained over forty rooms. George Arnold was the proprietor of the hotel, who announced its situation and accommodation unequalled in Canada. A gallery on the roof was one of its advantages.

The Mansion House and British Coffee House, a building dating from the French regime, stood on Palace street, on the site of the Salvation Army headquarters for years and was destroyed by fire in 1838.

The Albion Hotel, dating from the first quarter of the past century, later known as the Russell, Stadacona and Victoria Hotel, located on Palace street, opposite the present Victoria, was a three story building with high pitched roof, where guests at the time, like in the other hotels, were obliged to content themselves with wax or tallow candles for illuminating purposes and wood for heating, years before the introduction of gas, electricity or furnaces. In 1826, shortly after its erection, it was under lease to Thomas Payne, at one time the lessee of the Union Hotel. It was sold by sheriff sale in 1834 and purchased by Charles Hoffman, a well known hotel man of his day in Quebec, for £4,800. It was again sold by the sheriff in 1860 and acquired by Dr. Blanchet for £4,100. In 1843 this hotel was described by the Messrs. Russell, the proprietors at the time, and for years later, as "one of the first rate in British America." While known as the Victoria it was destroyed by fire some twenty odd years ago. The old Albion was not only the principal resort in the city for the travelling public, but for Imperial army officers garrisoned in Quebec at the time as well. The majority of the officers were enthusiastic followers and many of them members of the Quebec Turf and Tandem Clubs. The meetings of the clubs were held here for years and naturally horsemen made it their headquarters. It was at this hotel in the early fifties of the past century that many beautiful pictures of Canadian life and scenery, from the brush of Cornelius Krieghoff, so highly prized by art connaisseurs, and it is no exaggeration to say are almost worth their weight in gold to-day, were raffled or sold at auction for a few shillings each then. The sales took place from time to time in the Albion, but attracted few purchasers.

The St. Louis Hotel, originally called the Clarendon — now the Ste. Ursule House — where Sword's hotel once stood, was built in 1852 and was for many years from 1862 under the management of Messrs. Russell, formerly of the Albion. Until the building of the Chateau Frontenac in 1892 the St. Louis was the leading hotel in Quebec. In later years these gentlemen had an annex to the St. Louis, called the Russell House, now known as the Clarendon, built in 1858 for a government printing office by Mr. Desbarats, but abandoned as such on the removal of the government seat to Ottawa. In their lengthy period of hotel life the Messrs. Russell had the honor of catering to the greatest and most prominent citizens of not only Canada, but of other countries who visited Quebec during the past century.

The Prince of Wales hotel was located on the south side of St. John street, near the head of Palace Hill. It was an ancient landmark in that locality and had the reputation of having been built many years previous to the conquest. The lower story consisted of dark passages and massive vaults of arched masonry.

The Ottawa Hotel, on Ste. Anne street, opposite St. Andrew's church and owned by Robert Lafontaine, was a popular resort for the Ottawa lumbermen early in the past century. The local Irishmen celebrated St. Patrick's Day, 1829, with a public dinner at this hotel. The hotel was known as the City Hotel in 1833 and was managed by a Mr. Howard.

Jacques Blanchard's hotel, known as the "Aisle de Champetre" in 1847, was located on the St. Louis heights, under which name that portion of the Grande Allée from St. Louis Gate to Perreault's hill was then known.

Fifty odd years ago the present Mountain Hill House was known as Frechette's Hotel.

The Henchey House, on Ste. Anne street, John Lindsay's City Hotel, on Garden street, Sword's hotel, on St. Louis street, Dexter's hotel, on the corner of St. John and Couillard streets, and Melrose's Bytown hotel at No. 2 St. Peter street, among others, were all doing a flourishing business in the early fifties of the past century.

The "Bytown," Bird-in-the-Hand," and "St. Michael" hotels were commodious hostelries in Spencer, Woodfield and St. Michael Coves years ago, being patronized for the most part by ship captains and lumbermen.

The James McKenzie hotel at Levis, later known as the Lauzon Hotel, was a well known hostelry in its day and in 1836 was under the management of a Mr. Holgate.

The hotel at Indian Lorette in 1837 was owned by Prosper Dubuc, in latter years by William Button and finally by Alexander St. Amand. Bureau's hotel at the Falls of Montmorency dated from 1835.

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WHILE there were few negroes in Quebec at any time in the ancient days, slavery existed in the colony from 1749 down to an early period of the past century. There were eighty-eight negro slaves in Quebec city and district in 1784, while many loyalist families in Upper Canada, as well as others settled in Nova Scotia, New Brunswick, Prince Edward Island and Cape Breton owned slaves, who were sold in the market places with the commonest commodities. In the articles of capitulation between General Amherst and Governor Vaudreuil, negroes and panis—or Indians—were permitted in their quality of slaves to remain in the possession of their owners, who were at liberty to keep them in their service in the colony or to sell them. It is on record that a negro boy slave was brought to Quebec by the Kirkes in 1629. Slaves were sold in Lower Canada in 1784 and 1788, strong healthy men being valued at about £50 each. A slave was offered for sale through an advertisement in this city as late as 1793. He was a likely, healthy male mulatto, aged twenty-three years, used to housework, speaking French and English, and fit for any hard work. During the first session of the Parliament of Lower Canada in 1792, a bill was introduced in the House to abolish slavery. The measure was read a first time, but no further action was taken then. In 1803, Chief Justice Osgoode, at Montreal, declared that slavery was inconsistent with the laws of Canada. Quite a number of slaves were owned by white residents of Three Rivers and Montreal as late as 1794. Slavery was finally abolished by law in Canada in 1834.

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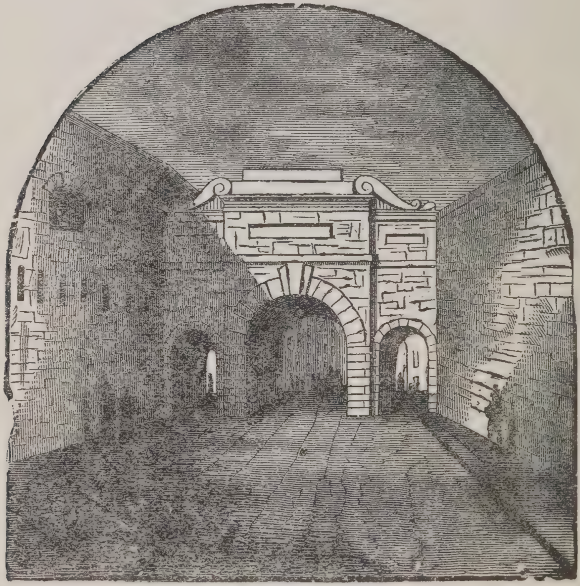
QUEBEC, in the recollection of the oldest inhabitants, has been visited by several earthquakes, but the most severe one, felt for at least two hundred years, occurred on October 20, 1870, at eleven-thirty a. m. The vibration lasted for fully three-quarters of a minute. Besides being badly frightened, many citizens suffered damages in their households. The earthquake was even more severely felt on the north shore, at Baie St. Paul, Les Eboulements and other parishes, than in the city. At Rivière Ouelle, on the south shore, the tall steeple of the Roman Catholic church fell over into the cemetery, and the sacred edifice itself was destroyed by fire. There were violent shocks of earthquake at Baie St. Paul on the 6th December, 1791, thirty being reported in one day. The earthquake shocks in this district in 1663, as recorded in the "Relations" of the Jesuits, lasted for seven months—from February to September—and scarcely a day passed without seismic disturbances. The shocks extended through the entire valley of the St. Lawrence, into New England and Acadia. Rivers changed their courses as a result of the rock and land slides and many parts of the country were altered in appearance. Notwithstanding all the devastation, the scattered French settlements in Quebec district miraculously escaped without the death or even injury of a single person. The Indians, who were almost the sole inhabitants of the country at the time, thought that the evil spirit had taken possession of the world.

* * * *

DOWN to the thirteenth century, people seemed to have been generally destitute of chimneys, and our ancestors were obliged to be satisfied with open holes in the roofs for the emission of smoke. Chimneys in the modern sense were not common in England before the reign of Queen Elizabeth, and a tax, called chimney money, was imposed on each hearth or stove in the house in the reign of Charles II. In Canada, from the earliest days of the colony, chimney sweeping engaged the close attention of the authorities, and many edicts and ordinances bearing on the subject were issued by the Sovereign and Superior Councils as well as by the Intendants. As a result of destructive fires in Quebec from time to time in the days of long ago, householders were not only obliged to have their chimneys swept clean, in some instances as often as once a month, as directed by the inspector of chimneys, but were called upon to provide themselves with two leather, sealskin or canvas buckets, in addition to two fire poles, each ten feet long, a fire hatchet, and several ladders, one from the ground to the roof and the other from the roof to the chimney, to be used in case of fire. Instead of resorting to brooms and weights, as is the custom to-day, it was a case, as practiced in England and in some parts of continental Europe even in the present age, of having boys or young men of small stature perform the work. The lads experienced little or no difficulty in climbing up inside the massive stone chimneys of the period, at times aided by iron brackets made fast to the stones, and performed their anything but clean task in a very satisfactory manner, scraping and brushing the chimney clear of all soot on each ascent. The boys were known as chimney sweeps or climbers and were brought out from Savoie, France, for this particular work. They were practically born in the trade or calling, it may be said, and were known to the local population as "Savoyards". A machine for cleaning chimneys, consisting of a brush or rattan fixed to the end of a rod or pole, was brought into use in England in the early days of the past century, when the work of the climbing boys, whose task was considered cruel, practically ceased there as well as in this country. Since then, however, old Santa Claus has had a monopoly of the chimney business while on his annual world wide tour at Christmas with toys and other good cheer for the boys and girls of this country at least.



Palace Gate (on Palace Hill) Demolished in 1874

# CHAPTER XIII

First Code of Laws in Canada.—Sovereign and Superior Courts.—Blasphemy, Smoking and Desertion Criminal Offences.—The Pillory and Other Modes of Punishments in the Ancient Days, etc.—Lakes St. Joseph and Beauport, Etc.

THE first code of laws was promulgated in Canada in 1621. The Sovereign Council, which came into existence after the charter of the Company of One Hundred Associates had been cancelled and New France became a crown colony, was created by royal edict and established in Quebec in 1663. It as well as the lesser courts at one time held their sittings in an antechamber of the Governor's residence in the Chateau St. Louis and in the Bishop's palace. Finally the old Talon brewery was purchased by the authorities. After being rebuilt through the efforts of Intendant de Meules in 1686, the building served the purpose of a court house as well as a residence for the Intendant. The place was known as the Palace of Justice of the Intendant. Here the sessions of the Council and various other courts were held for many years, in fact, down to the close of the French regime.

Members of the Superior Council—a body created in 1703—earlier known as the Sovereign Council, at first consisting of seven members and later of twelve, were appointed by the French king and usually held office for life, in some cases being succeeded by their sons. The Council was not only the highest court of appeal in the colony, but, with its official staff, administered the functions of a municipal body as well, regulating the police and fire systems, the prices of merchandise, the liquor traffic and the fur trade. Members of the Superior Council were granted an indemnity of 300 livres per annum for their attendance at the meetings of the Council. They took precedence over church members when they attended the cathedral in a body on solemn occasions, but not under ordinary circumstances.

The year 1763, when the Province of Quebec was created, marked the end of military rule here. In that year General Murray was named Captain General and Governor-in-Chief of the Province of Quebec. He was given power and authority, with the advice of his council, to erect, constitute and establish courts of judicature and public justice for hearing and determining all cases, criminal as well as civil, and to appoint judges for the administration of justice. As early as November, 1759, General Murray established a civil and criminal jurisdiction for the inhabitants of Quebec. In the following month judges were named for the districts of Beauport and Charlesbourg as well as Berthier and other parishes as far as Kamouraska, etc. It was in 1764 that the King's Bench, Common Pleas and Vice-Admiralty courts were established.

The last pillory used in Quebec is one of the much prized relics of the Quebec Literary and Historical Society. For many years previous to 1835, the ancient wooden pillory was a familiar sight in the market squares of both the Upper and Lower Town in Quebec for the reception of prisoners committed by the various courts of justice to undergo punishment there before the eyes of their fellow citizens for crimes more or elss serious.

In addition to the pillory the tread mill, the cat-o'-nine tails, burning on the hands, apart from deaths on the scaffold, were more or less, no doubt, held in terror by the umfortunates who were condemned to suffer for their misdeeds in one way or the other in the olden days.

The first mention of a hangman in Quebec was in 1649, when his services were called into requisition at the hanging of a female prisoner for theft. The first death on the scaffold in New France, however, occurred in 1543. There was an official hangman in Quebec in 1760. Blasphemy was a criminal offence at one time in Canada, punishable for the first four charges by fines. The prisoner, for a fifth offence, was placed in the pillory for five hours on a Sunday or feast day and in addition fined. Further offences called for the cutting of the upper lip, the seventh the cutting off of the lower lip, while if the culprit still persisted in the unlawful practice, the tongue was ordered to be cut out. Servants who deserted their masters in the olden days were sent to the pillory on the first charge, while for a second offence not only a whipping, but branding was in order. Severe punishments were also meted out for theft, conspiracy, arson, drunkenness, absence from mass on feast days, eating meat during Lent without the permission of the church authorities, etc. Even smoking or carrying a supply of tobacco on the person in the streets of Quebec, as already said, was a serious offence under the French regime.

At the Court of King's Bench in Quebec, in March, 1796, a man convicted of petty larceny, was sentenced to be whipped at the pillory, while three women, for stealing from a dwelling goods to the value of seventeen shillings and six pence, were sentenced to be severely burned on the hands and to be imprisoned for six months each. At the criminal assizes in April of the following year, there were twenty-seven prisoners tried, all of whom were convicted. Among them was a man sentenced to death for grand larceny and a woman convicted of stealing from a dwelling house to the value of thirty shillings was sentenced to imprisonment and to be burned on the hand.

At the General Quarter Sessions of the Peace, in April, 1810, an individual was sent to gaol for eight days, and on the last day of his imprisonment was to be exposed in the pillory at ten o'clock in the morning for the space of one hour, for having maliciously torn from the door of the church of Notre Dame de Quebec, a proclamation of His Excellency the Governor-in-Chief.

At the January term of the above court in the following year among others convicted, was a man for keeping a baudy house. He was sentenced to three months in gaol, and on the last day of his confinement was to be placed in the pillory in the Upper Town market place for an hour between ten and twelve o'clock. At the April term of the Court of King's Bench, criminal side, in 1812, two men found guilty of grand larceny, were sentenced to three months imprisonment, and to be publicly burned on the hands. A woman, for petty larceny, received a sentence of six months imprisonment and to be privately whipped in the prison with thirty stripes. Two men on a similar charge were sentenced as follows:—To be imprisoned till the 20th May next, then to be taken to the village of Charlesbourg and there to be whipped with thirty-nine stripes each by the common hangman, then to be brought back to the gaol and on the 20th September to be taken to the foot of the pillory in the Upper Town Market and again whipped with thirty-nine stripes and discharged.

At the session of the Oyer and Terminer and general gaol delivery at Quebec in September, 1815, two men were sentenced to be hanged on being convicted of burglary, while another unfortunate, found guilty of manslaughter, was remanded to gaol till the next Quarter Sessions, when he was to be brought up and burned on the hand and discharged. At the January session of the Court of Oyer and Terminer in 1816 a man convicted of stealing a cow, was sentenced to death, while another individual, on the charge of stealing in a dwelling house to the value of forty shillings was also sentenced to suffer the death penalty. Several others were sent to gaol, and in addition sentenced to be publicly whipped. A man who was charged with receiving stolen goods, was ordered to be put in the pillory on two occasions in addition to a gaol term. Two men who were sentenced to death, were both pardoned on the drop under the gallows in 1818. At the General Quarter Sessions in 1820, a woman, for keeping a baudy house, was sentenced to two months in the common gaol and to be exposed to public view in a cart to pass through Notre Dame, St. Paul and the three principal streets of the suburbs. In the Court of King's Bench, in the same year, four men were sent down for six months, and publicly whipped, and three others were burned on the hands in open court for larceny.

On Saturday, October 6, 1821, a number of prisoners who were convicted in the Court of

King's Bench, during the September sitting for larceny and other crimes, and sentenced to be whipped and to be placed in the pillory, underwent their punishment in the Upper Town market square, which was reported in the newspapers at the time to be an extraordinary and distressing spectacle.

In 1824 four prisoners—one women and three men—for various offences, in addition to going to gaol, underwent the punishment in every case of the stepping (or tread) mill, while in the same year two men were condemned to the pillory on the Upper and Lower Town market places. In 1826 an individual who deserted his master's service was not only whipped on the market place, but served six months in gaol as well. In 1827 an unfortunate suspected of larceny was sentenced to six months in the common gaol and to receive a whipping at Jeune Lorette. In the same year two women suffered the disgrace of the pillory in addition to imprisonment.

On the 26th July, 1829, a man suspected of murder was sentenced to one year in gaol and to be brought into court and burned on the hand. An offender, on the charge of aiding a soldier to desert from his regiment in 1829, was sent to the pillory as well as to serve six months on the first count, while for a second offence he was fined forty pounds, and to stand committed until the sum was paid. In 1830 there was another subject for the pillory on the Upper Town market for one hour in the person of an offender charged with uttering a base coin. He also received a sentence of a year's gaol.

Here is another out-of-town punishment. In 1831 a culprit was sentenced to six months imprisonment, and to be whipped at the nearest cross roads to the parish church of St. Mary's, Beauce.

In addition to undergoing a sentence of four years in gaol on four different counts in 1835 an individual was condemned to stand in the pillory at St. Gervais (Bellechasse County), in the Upper and Lower Town (in Quebec), and at St. Gervais a second time, one hour in each year.

Thirteen criminals between the ages of thirteen and twenty were convicted at the March term of the Court of King's Bench in this city in 1837 on charges of petty larceny, accompanied by aggravating circumstances, and were sentenced to be transported to New South Wales or Van Dieman's Land. Among the number was a lad of thirteen, who was sentenced to twenty-eight years banishment, another of seventeen got twenty-one years and another of the same age fourteen. The remaining ten, all of whom were under twenty-one years of age, were sentenced to seven years transportation each. Charles Chambers, the head of a notorious gang of thieves at the time, and Nicholas Mathieu were sentenced to be hanged for burglary, but later had their sentences commuted to transportation for life. The party sailed on the brig "Ceres" on May 27 and were escorted from the gaol to the place of embarkation by a detachment of military.

Culprits in the long ago were incarcerated at the Intendant's Palace, situateed at the foot of Palais Hill, facing St. Valier street, later in vacant rooms in the convent or monastery of the Recollets, and previous to 1814 were confined in a portion of the Artillery barracks.

The corner stone of the ancient gaol or prison on St. Stanislas street, for years better known as Gaol Hill—now the Morrin College, where the senior learned society in Canada, the Quebec Literary and Historical Society, founded in 1824, makes its headquarters—was laid with imposing ceremony by the Governor-General, Sir James Craig, on Saturday, June 17, 1809. There was a distinguished company present on the occasion, including the local Freemasons, who took a prominent part in the ceremony. Rev. Dr. Sparks pronounced a fitting oration. The stone was placed in the north-east corner of the building and contained gold, silver and copper coins, newspapers, etc. Messrs. L. G. DeSalaberry, John Blackwood and M. A. Berthelot D'Artigny were the Government commissioners who had charge of the erection of the gaol, François Baillargé, the architect, and Edward Cannon, the contractor. The building was finally completed in 1814. It served the purpose of a prison for fifty-three years, or until 1867, when the new structure was ready for occupancy. Behind the gaol, in a separate building, was the house of correction for females.

Hundreds of citizens underwent imprisonment in the ancient days for small as well as large debts, and the wonder is where accommodation was found for so many people of this class who were committed to the old gaol. Many of them were prominent residents and a sojourn behind the bars for debt was not considered a disgrace, at least it did not exclude a man from the select social circle when liberated.

Down to the year 1845, when a temporary lunatic asylum was opened in the parish of Beauport, many of the unfortunate insane of Quebec and district were confined in the gaol here. Like the criminal class, they probably received very little care, at least from a medical point of view. Possibly the large rings in the basement of the present Morrin College building, which were made fast to the floors, and were still in their original positions some years ago, were used to secure the more violent inmates in their refractory moments.

Schools were organized in the gaols for the benefit of the prisoners in the early period of the past century, when children were obliged to be sent down with their parents on account of the scarcity of institutions for their reception.

Soldiers suffered the extreme penalty in the past century for desertion and other crimes. On Wednesday, September 19th, 1810, two soldiers, one belonging to the Eighth Royals, and the other to the Canadian Fencibles, were shot outside the works on the Cape for desertion. The previous week a soldier of the Tenth Royal Veterans' Battalion received four hundred and fifty lashes with the cat-o'-nine tails out of five hundred, to which he was sentenced, for the same offence. He was afterwards sent to the military hospital until such time as he was able to undergo the remainder of his punishment, when he was to be drummed out of the regiment.

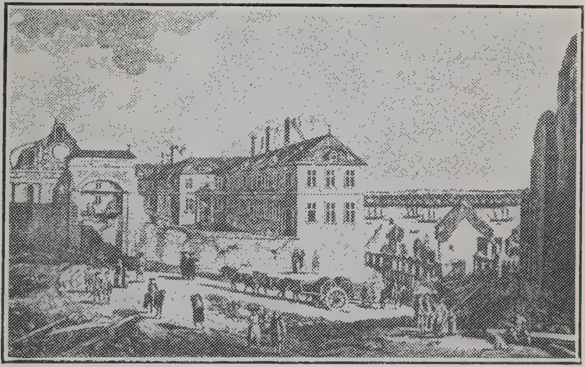
William Reid, gaoler of Quebec, offered a reward of twenty pounds for the capture of a debtor named James Johnson alias James Hickson, who escaped from the common gaol of the district on Tuesday night, 21st October, 1812. He was described, apart from other things, as remarkably bow-legged, very talkative, very lively, animated in his discourse and spoke in the true Cockney dialect.

Five prisoners escaped from the gaol on St. Stanislas street in July, 1820, and a reward of one hundred dollars was offered for their apprehension. Ten years previously the public executioner or hangman for this district was found hanged in his room at the gaol. The coroner's verdict in the case was lunacy.

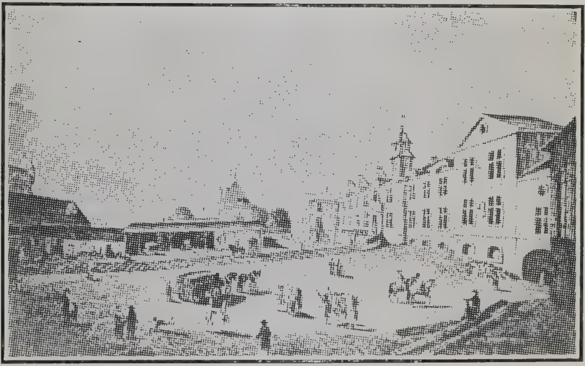
The gaoler at Quebec at one time received a yearly salary not to exceed one hundred and ten pounds, which included an allowance for two turnkeys, the entire staff employed at the gaol evidently. The high constable enjoyed the princely salary of thirty-six pounds sterling per annum, while the sheriff and coroner were paid one hundred pounds each. The "grand voyers," or road masters for the districts of Quebec and Montreal, received one hundred and fifty pounds sterling each.

The following have been gaolers from an early period in the history of Quebec's regular prison system to date: William Henderson, John Jeffery, James McLaren, Wm. M. McLaren, J. E. Bernier (of Arctic sea fame), N. Bernatchez, and the present incumbent, Mr. J. B. Carbonneau.

William Cunningham was coroner in Quebec in 1764. James Sheppard, who was the first sheriff of the judicial district of Quebec, was named to the office in 1776 and occupied the position until 1816. He was succeeded by Philippe Aubert de Gaspé, author of "Les Anciens Canadiens," and in turn by William Smith Sewell, Thomas A. Young, Hon. Charles Alleyn, Hon. E. T. Paquet, Hon. C. A. E. Gagnon, and Hon. Charles Lan-



Ancient Bishop's Palace at Head of Mountain Hill.



Palace of the French Intendants.

gelier. The present sheriff is Mr. Cléophas Blouin, ex-M.P.P.

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The seigniory of Fossambault, in the County of Portneuf, for years the property of the Duchesnay family, was ceded to Alexandre Penvret, Sieur de Gaudarville, by the governor of New France, on the 20th February, 1693. St. Catherine, which includes the Lake St. Joseph district, forms part of the seigniory. It was first settled in the early days of the past century by English speaking people exclusively and in 1832 already had a population of not less than 283 souls. Lake St. Joseph, located within a couple of miles of the parish church, the latter situated in a lovely spot in close proximity and overlooking the famous Jacques Cartier river, called after the discoverer of Canada, is, without a doubt, the loveliest expanse of water in the eastern portion of the Province, of which little or nothing has ever been written. The lake and surrounding country was once a favorite hunting ground for the Huron Indians of Lorette. For over two centuries they roamed the district in search of game and the lake was called "Ontariziti," meaning the lake behind the big mountain, known to the redmen as "Tsounthinas," but to the white people of the past few generations at least as "Pinkney's", called after a settler who farmed on the mountain side. It is a mighty promontory, which can be seen quite plainly from Quebec, overlooking, or standing guard as it were, over the military camp at Valcartier, where thousands of the finest and bravest of Canada's young manhood were trained for the great war in 1914 and succeeding years, many of whom, alas, found their last resting place in France and Flanders, far from home and loved ones. The side of the mountain facing the camp, it might be worth mentioning, served the purpose of a target for the death dealing shells fired from the guns by the artillery, and the destructive work is still quite discernible, as a large portion is stripped of timber and other signs of life.

Lake St. Joseph has an area of 2,770 acres, or 4.3 square miles, and is one hundred and twenty-one arpents, or four and one-third miles long from the vicinity of the old railway hotel to the head of the lake. It is embellished with many inviting spots or cosy corners, verdure embowered nooks and bays with numerous sandy beaches, while the scenery is simply charming, surrounded as the lake is by magnificent ranges of the Laurentian mountains almost to the water's edge. A sunset on the lake on a clear summer's evening is a sight well worth seeing, one far beyond the power of the greatest artist to accurately reproduce on canvas or the pen to describe.

The main artery of the lake is the narrow, ever winding and picturesque Pine river, better known as the Rivière aux Pins, navigable for but a short distance by canoes, and whose source is from one of the small lakes in the mountains miles away, but other small streams, such as the Fairy creek, find their way into the lake.

The rocky shores and many spots in the deep clear water, especially at such familiar spots as the "Blueberry Strand," "Morrissey's Bay," "Shanahan's Rock," and "Sergeant's Lighthouse," are well known abiding places for spelndid specimens of the fighting black bass and speckled trout, not to mention the heavy tuladi, where fishermen can still enjoy a fine day's outing with the rod and line, as many old Quebecers did in the days of long ago. Then again there are numerous favorite spots where bathers can indulge in a dip in perfect safety, while for yachting or boating in general no better place can be desired. It was on the placid waters of this lake many years ago now that the once celebrated Canadian oarsman, Edward Hanlan, defeated Hosmer.

Land at Lake St. Joseph was first settled by people who were obliged to travel the twenty odd miles from the city on foot, with very few tools, in order to locate there as farmers. Many of them built their rude log cabins on the east side, but unfortunately rich land seldom goes with beautiful scenery and as a consequence, notwithstanding their years of hard toil of clearing away the forest and perparing the ground for cultivation, discovered to their sorrow that the soil was unfit for profitable farming. In the end they were forced to desert their homes and the scenes of their labor. Looking at the wilderness that surrounds the greater portion, especially of the upper section, to-day, it seems hardly credible that it was nearly all settled and many acres cleared at one time. But nothing now remains except a few trails in the second growth forest to mark the highways of the early settlers; all the clearances and roads havelong since been obliterated. To this day, however, several prominent points and bays in the lake bear the names of their original owners.

Among the pioneers on the shores of the lake were the Whites, Russells, Pearls, Morrisseys, Guerries, McKennas, McCabes, Conways, Mahers, Henrys, Lunds, Landers, Teaffes, Andersons, Blanets, Driscolls, Sergeants, McClintocks, Shanahans, Bowles, Twoneys, Doyles, Barrys and Swifts. With the exception of a few families, the Whites, Gurries, Mahers among others, who are still tilling the soil there, all deserted the place, and although they have long since passed over to the silent majority, their children, many of whom first saw the light of day within sight of the lake, are to-day scattered throughout the length and breadth of this continent.

Many Quebecers have selected this charming locality in which to spend the summer months, either as guests of the White family at the comfortable and spacious Lake View House, or have built homes for themselves fronting on the lake or in its immediate vicinity. Here every luxury to add to the pleasures of life, in the way of spacious cottages, in the midst of all the beauties of nature, such as shade trees, flower beds, pretty lawns and winding paths are to be found and enjoyed, while golf links and tennis courts provide the requisite recreation for many.

Among the permanent cottagers may be mentioned Hon. Senator Jules Tessier, W. H. Wiggs, A. H. Cook, K.C., A. Laurie, K.C., Major W. H. Petry, the Misses Boswell, Mrs. Andrew Joseph, Frank Glass, Mrs. E. T. Nesbitt, Mrs. E. Slade, J. J. Smith, Mrs. Joseph Winfield, J. C. McLimont, W. H. Brown, J. V. Hatch, Mrs. Dunlop, W. J. Banks, Jules Robitaille, Gustave Robitaille, Captain R. L. Smith, General P. E. Thacker, Captain N. C. Ogilvie, Ernest Labrecque, Elzéar Turcotte, O. Pouliot, C. A. Langevin, D. Fontaine, W. H. Kelly, Dr. Montreuil, R. H. Doddridge and C. A. Sewell, the latter's home being located near the outlet of the lake.

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Lake Beauport is another of Nature's beauty spots in the vicinity of Quebec which has been a popular resort for residents of the Ancient Capital for generations. The lake is charmingly situated, nestling as it does among the Laurentian mountains and almost girded round by a forest green. Although but some twelve miles from Quebec, visitors to this picturesque locality are assured a quiet rural life, with the purest of air and scenery unsurpassed. The outlook from the lake, with its numerous bays and sandy beaches, no matter in which direction one's eyes may wander, is a perfect panorama, more especially during the latter days of the month of September, when the maple trees are a delight to behold, decked out as they are in their crimson and various other autumnal colorings. It was in this locality, there is scarcely a doubt, that the clever artist, Cornelius Kreighoff, who was a frequent visitor to the lake years ago, found so much material for his brush, and whose beautiful pictures of Canadian life and scenery are so much prized to-day.

In the early days of the past century nearly all the land surrounding the lake was settled by English speaking people, by many war-scarred veterans of the British army, men, however, who knew little or nothing of farming. They sought out their homes in the primeval forest of this district, where they succeeded in clearing the land and tilled the soil for years, but to-day, with very few exceptions, the humble dwellings of these pioneer settlers have been replaced by handsome cottages, the property of prominent Quebecers, who spend the summer months there with their families.

The waters of Lake Beauport are famed far and wide, not only for the quantity but the quality of the speckled trout that find hiding places there and which have been whipped for over a century by such enthusiastic fishermen of the past as the Austins, Nettles, Sewells, Gibbs, Gilmours, Russells, Rhodes, Bignells, Gregorys, Lindseys, Youngs, Leveys, O'Connors, Herrings, Turnbulls, Mackenzies, Welches, Ross', and Buddens among others.

The lake for years was the most popular resort in the vicinity of the city, not alone for civilians, but for officers of the Imperial army, whose regiments at the time were garrisoned on the Citadel, in the Jesuits' barracks—now the site of the City Hall—or the Artillery barracks on Palace hill. While on their fishing excursions they were usually the guests of the "Pepins," whose hotel, now known as Bigaouette's, occupied such a commanding position at the lakeside.

The area of the lake is 468 acres, or seven-tenth's of a square mile, is one and one-eighth miles long and half a mile at its widest point.

Saint Dunstan, better known as Lake Beauport, is called after a great English divine, who was named archbishop of Canterbury by Pope John XII, in 959 and was the twenty-third prelate to occupy that exalted position. It was originally detached from the ancient parish of Beauport and was first settled in 1821. The main road through the parish was constructed under the supervision of the "grand voyer" or road master three years later. Previous to that time the pioneer settlers, both men and women, when obliged to come to town, as was the case in other parishes, walked the distance, travelling along a poorly laid out portage or brush road. What is more, they were obliged to carry what little produce of the farm they could afford to sell, returning with a load of provisions in order to provide their families with the necessaries of life.

The parish was organized for municipal purposes in 1845, and among the earliest settlers were such well known families as the Simons, Smiths, Sangsters, Fackneys, Berrymans, Goslins, Morgans, Whelans, Lannens, Blakes, Jewells, Browns, McDonoughs, Murphys, Sheas, Taylors, McCarthys, Fitzgeralds, Montgomerys. McCorkills, Charters, Heazles, Mooneys, Woods, Bermishs, Guthries, Thompsons, Beattys, Chestnuts, Steins, O'Neils, Moores, Redmonds, Tucketts, McIntyres, Fitzpatricks, etc.

Among the present residents of the parish is a Crimean veteran named Heal, who served for years in the Royal Artillery and notwithstanding his wonderful age is still hale and hearty. He is the proud possessor of several medals, which he is always pleased to show visitors and to relate stories of his military life.

For years previous to the withdrawal of the regular troops from Quebec Lake Beauport provided a summer home for the military men. It was quite the usual thing in those days to see an entire regiment marching out from the city to the district known as the "Brule," several miles this side of the lake, where tents were pitched and the officers and men underwent training and rifle practice for several weeks during the heated term.

The Protestant graveyard, where so many of the inhabitants of the parish find a final resting place, it is a pleasure to note, is well looked after by the Anglican church authorities. It is surrounded by a neat wooden fence and bears every trace of care and attention. This rural home of the dead is beautifully located, overlooking as it does a wide expanse of country as well as the river Jaune. It was here that the original Anglican church stood for many years, but nothing remains to-day to mark the spot of the sacred edifice but a few crumbling stones. Among the wooden and stone tablets that are erected the one to the memory of Mr. and Mrs. Richard Heazle, who passed away in 1856 and 1858, bears the following unique inscription:—

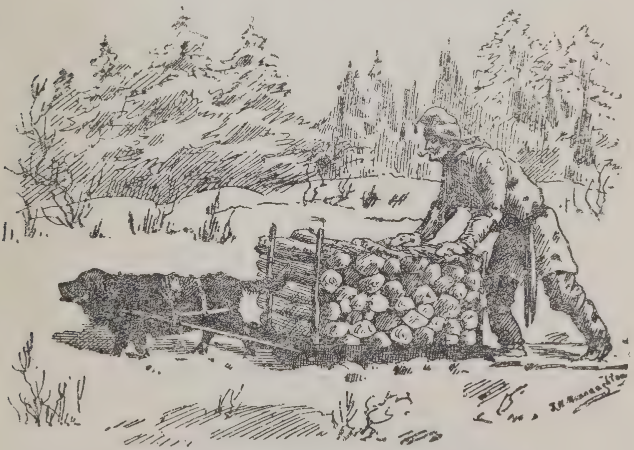
"Past the deep bosom of the treacherous main
Where stormy winds or howling tempests sigh
I seek their native fields and friendly skies
In death's cold arms this loving couple lies."

In the early days of the settlement, previous to the erection of a sacred edifice, Church of England services were held on a Sunday by the Rev. Mr. Burrage, in the home of the Simons family, who were among the first settlers in the parish. In the absence of a bell, to summon the faithful, Mr. Simons notified his neighbors of the presence of a clergyman in their midst by raising a flag on a high pole, which could be seen far and wide, when the people wended their way to his home in the morning or evening, as the case might be.

As already said, Lake Beauport for years has been a popular summer resort for Quebec families. Among the earliest owners of a cottage there—the one occupied by the Smith family—was the Hon. F. W. Primrose, uncle of the present Lord Roseberry, a leading advocate in his day in Quebec, who was batonnier of the Quebec bar in 1854. It was in his office that the late Hon. George Irvine, Judge of the Vice-Admiralty Court, was indentured as a law student. Other well known residents for years were Dr. Marsden, one of our best known practising physicians of the past, William Bignell, a leading Quebec notary, the Derbyshires, Duchesnays, Lindsays, etc.

The present cottagers surrounding the lake, among others, are Messrs. W. R. LaRue, N.P., M. Monaghan, J. Cloutier, G. Brunet, H. E. Lavigueur, M.P., A. C. Morrison, G. Simpson, H. B. Bignell, A. Vallière, R. F. Cream, A. E. Pfeiffer, Dr. Hamel, Mrs. A. Cummings, E. Tanguay, Audet, Bertrand, Andrews, etc.

There are other beautiful sheets of water in the parish of St. Dunstan, among them Lakes Blue and Bonnet, the former the property of Mr. W. M. Dobell, and the latter owned by Dr. M. J. Mooney and Mr. Frank Byrne, who have spacious cottages bordering on the lakes.



Habitant Bringing Home a Load of Wood

# CHAPTER XIV

The Chemin des Foulons and the.Suette.—Scott's Bridge, St. Clair Road, etc.—Spencer Wood.—The Kent House.—Intendant's Palace.—Ice Bridge. — Duberger's Famous Model of Quebec. — Louis Hébert and Abraham Martin, Etc.

FOR generations, even down to quite a late period in the past century, Champlain street, to far beyond Sillery Cove, was known to the elders of our population as the "Chemin des Foulons" and is so indicated in ancient maps. In the olden days the authorities of the Quebec Seminary owned two mills at St. Michel's Cove, where thread and other linen goods, from flax grown extensively at the time by the farmers of this district, were manufactured, and the men engaged in the work, who lived in the vicinity, were known to the inhabitants as "foulons." Here the serviceable homespun frieze cloth or étoffe du pays, so popular with the rural population for centuries, but now fast disappearing, was also prepared. Wolfe's Cove, where the English troops landed from boats in the early hours of the morning of the 13th September, 1759, and from where they succeeded in scaling the heights by means of a pathway in the immediate vicinity, in order to give battle to General Montcalm's forces on the Plains of Abraham, of which so much history has been written, was known at the time and for years later as the Anse du Foulon. During the wooden shipbuilding era of the past century many of the finest and fastest sailing vessels afloat were launched by the Gilmour firm in this cove.

Dobell's Cove, at one time, was known as the Anse St. Michel, where, in the early days of the colony, there was an encampment of Huron Indians under the spiritual care of the Jesuit Fathers.

The well known and popular road for motorists running from Ste. Foy to Ancienne Lorette, called the "Suette" or "Suede," now forming part of the Quebec-Montreal highway, is of very ancient date and was the route taken when travelling westward from Quebec in the long ago. It underwent extensive repairs at the cost of the government in 1817. There are several reasons given for its name. One is that it is called after a small hamlet in France, situated a short distance from the city of La Fleche, where Henry IV. founded a college and where the first bishop of Quebec, Mgr. Laval, was educated. The other reason is on account of the damp and swampy condition of the road over which the thousands of weary and foot sore troops of General Levis were obliged to plough their way with heavy guns, etc., while en route to Ste. Foy from their military camp at Pointe aux Trembles, to engage in battle with General Murray's force on the 28th April, 1760. It was at the spot where the iron pillar, known as the Ste. Foy monument, has stood for some sixty odd years, in the vicinity of the Dumont mill, where the fierciest part of the action took place, resulting eventually in the retirement of General Murray's force within the city walls after suffering the loss of many killed and wounded.

The suburban village of Bergerville was originally known as Sheppardville, and has borne its present name, which is simply a translation, for many years.

The road from Charlesbourg to Scott's bridge was opened in 1817. Scott's bridge, crossing the St. Charles river, was rebuilt in 1823 and was named after a prominent resident of the locality. The St. Clair road, in this vicinity, was originally known as the "Sinclair" route, for the reason, it is said, that a Scotch farmer of that name owned quite a tract of land bordering on this well known thoroughfare at the time. But soon it was pronounced "St. Clair" by the habitants travelling that way and has retained that name ever since.

In 1829 the Legislature voted the sum of £300 in order to improve two ancient highways the St. Clair and the Misere roads. Other sums voted at this date included the following:—£1,000 to improve the road from L'Anse des Meres, from the Lower Town to Sillery; £3,000 for the Ste. Foy, Lorette, Charlesbourg and Beauport roads; £500 to open a road from Stoneham to Charlesbourg; £250 to open a road from Valcartier to Lake St. Joseph; £200 to open two roads from the new bridge on the river Jacques Cartier across the lands in Neuville to Bourg Louis and to build two bridges over the river Portneuf.

The well known and much travelled road over the mountains connecting St. Joachim with Bay St. Paul, was opened in 1808, when £450 currency was voted for the purpose by the Provincial Parliament of Lower Canada. In 1822 a further sum of £1,200 was voted to complete the road, while in 1826 £500 was contributed by the Government to encourage people to settle on land between the two parishes. For over a century, especially during the winter season, this was the only route open to travellers on their way to Murray Bay and other points along the north shore. The district was a popular one for our local sportsmen years ago, when the forest abounded in big game and the lakes teemed with speckled trout.

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SPENCER WOOD, known as "Powell Place" in 1780, situated on the St. Louis road, has been, since 1850, when it was purchased by the Government of Canada, a popular residence with Canada's Governors. The ancient structure, which was more palatial and larger than the present gubernatorial residence, while occupied by Sir Edmund Head, was destroyed by fire on the 28th February, 1860, a date which had been selected for the occasion of a State dinner on the day of the opening of Parliament, to which many of Canada's former statesmen had been invited. It was rebuilt between 1862 and 1863 at a cost of $28,000. In the meantime Sir Edmund Head and family resided at Cataraqui. The last Governor-General to reside in the building after its reconstruction and before the removal of the Government seat to Ottawa as the Federal Capital was Lord Monck. At one time in the early days a company of regular soldiers was stationed there and guards patrolled the grounds as well as doing duty at the main gate. The soldiers were provided with barrack accommodation as well as with a mess room, and when not on duty passed the time with a game of cricket or other outdoor sport. The property was purchased by the Provincial Government in 1870 and since then has been the official residence of the Lieutenant-Governors. The first one to occupy the place was Sir N. F.

Belleau, followed by Hon. R. E. Caron, 1873; Hon. L. Letellier de St-Just, 1876; Hon. F. Robitaille, 1879; Hon. L. F. R. Masson, 1884; Hon. A. R. Angers, 1887; Sir J. A. Chapleau, 1892; Sir L. A. Jetté, 1898; Sir C. A. P. Pelletier, 1908; Sir F. Langelier, 1911; Sir P. E. Leblanc, 1915; Sir Charles Fitzpatrick, 1918.

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THE CORNER stone of the Ste. Foy monument was laid with great pomp on the afternoon of July 18, 1855. Sir Edmund Walker Head, Governor of Canada at the time, presided at the ceremony, and thousands of citizens of all nationalities as well as students from the Seminary, delegates from Montreal and Three Rivers, etc., were in attendance. The troops in the garrison and the crew from the French warship "Capricieuse", also marched in the procession from the city to the site of the monument, headed by several bands. The final ceremony, on the completion of the monument on the 19th October, 1863, was the occasion for another enthusiastic celebration. The late Captain Carter, formerly Collector of Customs, was then an ensign in the Sixteenth Regiment of Foot, and carried the colors with his regiment. Beneath the column are buried in a common grave the bones of many of the brave soldiers who fell in the death struggle that took place between the 78th Highlanders and the French Grenadiers de la Reine, on the 28th April, 1760, in the vicinity of the old Dumont mill. In this battle over one thousand English and some eight hundred French soldiers were killed or wounded. The iron pillar is surmounted by a bronze statue of Bellona, presented in 1855, by Prince Napoleon Bonaparte. The monument was erected through the efforts of the St-Jean-Baptiste Society of Quebec. Like the Plains of Abraham the grounds surrounding the monument and in its immediate vicinity are under the care of the Battlefields' Commission, and are considered among the most beautiful spots in Quebec, the outlook in every direction being superb and well worthy a visit.

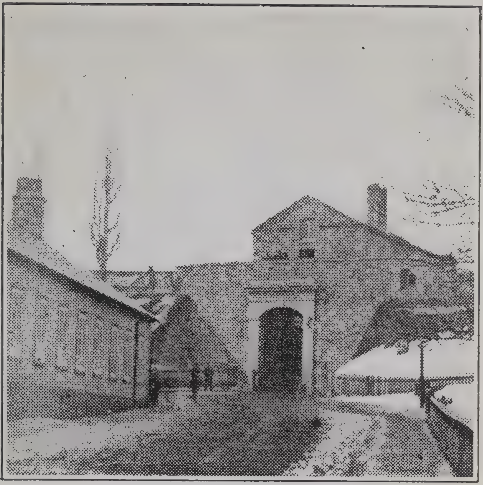
* * * *

THE BUILDING on St. Louis street, for many generations known as the "Kent House," has retained its present exterior appearance, at least, since 1819. Between the years 1791 and 1794 it was leased and occupied by Prince Edward, Duke of Kent, later father of Queen Victoria and great grandfather of our present ruler, King George V, for which the Prince paid an annual rental of ninety pounds. It was after His Royal Highness—who died in 1820—that the building is so called. After passing through numerous ownerships the property was sold in 1819 by Theresa Bellamy—widow of a rich merchant of the Lower Town named Pierre Brehaut, who was a member of the Legislative Assembly, her first husband, and William G. Sheppard, also a merchant of the city, her second husband—to Hon. Jean Olivier Perreault, a judge of the Court of King's Bench, Quebec. According to the deed of sale the building still retained its ancient appearance and the space from the west gable of about eighteen feet, to Haldimand street, was vacant ground. It was Judge Perreault who added the extension and otherwise enlarged the property to make the two dwellings of the present day.

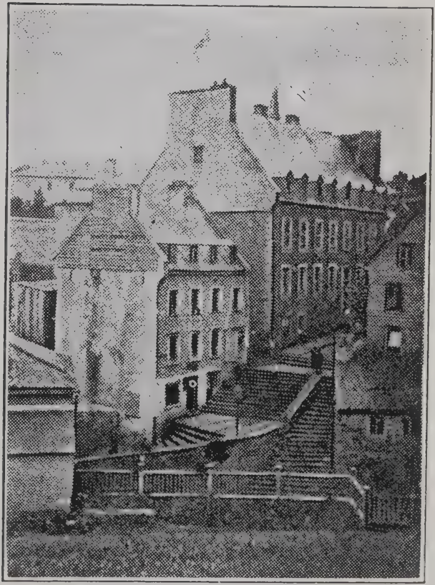
The late Mr. P. B. Casgrain, a former President of the Literary and Historical Society of Quebec, traced the history of the property from its earliest years, covering a period of over a century before Canada came under British rule. Some years ago he published the interesting story in the "Bulletin des Recherches Historiques," of which our well known lover of ancient lore, Mr. Pierre George Roy, F.R.S.C., is the editor. As a result of researches there is not the slightest doubt but that the original building, that is to say the lower portion of the present structure, still exists, and that it is one of the oldest, if not the oldest, house in the city, dating from 1636. It is known authentically that it was owned and occupied by Chevalier Louis d'Ailleboust, governor-general and lieutenant-general of the French king in Canada—appointed in 1648—and Madame d'Ailleboust. The governor's widow, in 1670, made a gift of the property to the nuns of the Hôtel Dieu in Quebec, and they in turn, the following year, exchanged it with Louis Theandre Chartier de Lotbinière, king's counsel and civil and criminal lieutenant-general of Quebec. As soon as the exchange was accomplished M. de Lotbinière took possession of the house and dependencies and resided there until his departure for France, and it was there his widow died in the 13th September, 1690. Her son, Rene Louis Chartier de Lotbinière, who filled the same charges and offices as were held by his father, continued to occupy the paternal home until 1709. At the latter's death his children became joint owners of the property, with the exception of a portion on the east side, where the ancient looking building, now occupied by the Militia Department, stands, which was sold by their father to Madame Vitre in 1674. They sold the former d'Ailleboust house to Jean Mailloux, an architect and contractor of the king's works at Quebec, on the 14th March, 1713, for the sum of £410. The minutes of this sale contain an exact description of the property situated between St. Louis and Mount Carmel streets, and the house, which is said to be "of "masonry erected thereon, measuring about fifty "feet in length by thirty in width, consisting of "two stories, one being the mansard, in which "there are four rooms with fire places, a kitchen, "two large rooms and two smaller ones, with "storerooms underneath and in the attic above, "covered with shingles; in front of which house "there is vacant ground in which there is a well, "also in masonry, and in the rear of the said house "are gardens, in which there are a number of "fruit trees and an ice house."

Jean Mailloux died in 1753, forty years after his acquisition of the property. Four years later his son, Vital Mailloux, leased the house and dependencies to Michel Chartier de Lotbinière and Delle Louise Chaussegros De Lery, his wife, for three years, expiring in April, 1760.

In the meantime Jean Baptiste Nicolas Roch, sieur de Ramesay, knight of the royal and military order of St. Louis, was appointed lieutenant of the king at Quebec. He resided in a small one story house on Fabrique street for a time, but on the 1st June, 1758, purchased the d'Ailleboust property from Vital Mailloux. The articles of capitulation of Quebec at the time of the conquest were signed on the 18th September, 1759, at this residence by Mr. de Ramesay, on behalf of the French, it being the only convenient place at hand which had not suffered from the bombardment of Wolfe's artillery. The property was again sold on the 23rd August, 1763, to John Bondfield, merchant of Quebec, the following year to James Strachan, a merchant of London, Eng., and in 1777 to Hon. Adam Thomas Mabane, one of the members of the Executive Council under Governor Murray, and Judge of the Court of Common Pleas of the district of Quebec. Judge Mabane was a doctor by profession, having been a surgeon with Wolfe's army, and in 1764 and following years physician in attendance at the General Hospital. The deed of sale describes the house as of two stories, including the ground story from the St. Louis street side, the entry to which was by a flight of stairs, as exists to-day. It was also stipulated in the deed to leave a free passage of eight feet along the gable of the next house. Judge Mabane at this time was in possession of a fine country residence known as "Samos," later as "Woodfield"—now St. Patrick's cemetery—which he had to abandon at the time of the American revolution in 1775, and he lived in the one he finally purchased. He resided there while awaiting an indemnity from the government to repair the damage caused to his "Samos" or "Woodfield" residence, which had been converted into a war hospital by the Americans. The judge died at "Woodfield" in 1792, at the age of fifty-eight years, his death being attributed to a cold he contracted while walking into town in a snowstorm, having lost his way on the Plains of Abraham. After his death the property was sold by the sheriff and adjudged to Miss Isabella Mabane, a sister of the judge, for the sum of £700. Between 1792 and 1809, when Miss Mabane disposed of the dewlling to her relative, Hon. John Craigie, for the sum of £1,300,



St. Louis Gate and Royal Engineers' Offices.



Chien d'Or, or Golden Dog Building.

it had as tenants the Duke of Kent and the first Anglican Bishop of Quebec, Right Rev. Jacob Mountain. It was in 1816 that Peter Brehaut purchased the property for £3,000 and his widow, as already said, sold it three years later to Judge Perreault, who enlarged and extended the property to make the two houses of the present day. For the last hundred years practically, the property has changed hands on many occasions, being owned in turn by Hon. Henri Elzéar Duchesnay, senator, and son-in-law of Judge Perreault, by John Jones, by Dame Amelie Duchesnay, wife of Alexander Lindsay, by an hotel keeper named O'Neil, by Hon. Thomas McGreevy, by Hon. Jean Thomas Taschereau, by Joseph A. Gale and finally by the firm of Price Brothers.

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TALON, the first and one of the most energetic of the French Intendants, in Canada, who started the shipbuilding industry in the country, in 1668 established a brewery on the site of the present Boswell property—at the foot of Palace Hill—the original vaults of which are still used as malt houses, so as to offer the early settlers in New France a cheaper beverage and thus keep the money they spent on imported wine and brandy—the importation of which was prohibited—in the colony. It was on this site, which Talon at the time valued at 40,000 livres, that the first Intendant's Palace was built by Intendant de Meules in 1686 at the expense of the French king and was occupied the year following by the Sovereign Council. The palace was quite an imposing structure and with the outbuildings, including the king's stores, magazine, prison, etc., according to some writers, appeared like a little town in itself. The entrance to the palace was on St. Valier street, while a large garden and fuel yard faced the river St. Charles, where at one time there was great activity in the shipyards. While occupied by Intendant Bégon in 1713, the palace was destroyed by fire, only the walls, chimneys and vaults remaining. The cause of the fire was unknown. Bégon suffered a heavy financial loss, including 1,500 livres in card money, while four of his household, two maid servants, his valet and secretary, lost their lives as a result of the fire, the three former being burned to death. The palace was rebuilt by the French Government in the same year and, in addition to the Intendant's dwelling, it contained the Superior Council chamber and provost court, armoury, bolting room, chapel and prison. Here the notorious Bigot had his home and lived in luxury for some years previous to 1759. For a time after the conquest the palace was used as a barracks for the English troops, but in 1775 was occupied by a large detachment of the American invading army under General Arnold and was almost totally destroyed by the fire of the Quebec garrison. The place was used later, however, for military stores.

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THERE WAS still an ice-bridge between Quebec and Levis on the 8th May, 1874, the key of which was at last broken at high tide by the ferry steamers and was followed at 3.30 in the afternoon of that day by a great shove, the bridge coming down from Cap Rouge, practically en bloc, with the ebb tide. It carried away almost everything in its path at Blais' booms and the immediate vicinity, including wharves and piers, in addition to sailing and steam craft wintering in that neighborhood. Nearly one hundred vessels in all were damaged.

The present day generation can well be surprised at the state of affairs under the above conditions—a solid ice-bridge with passengers crossing to and fro in sleighs, while in the city almost summer conditions prevailed.

In 1764 it is on record that the river was frozen over with smooth ice and the bridge remained fast until the 9th May.

On one occasion, in order to assist in the formation of an ice-bridge, a Captain LeBreton was permitted to connect large pieces of floating ice by strong chains of iron. The experiment was a failure, however, as the chains snapped like threads as the ice moved with the tide.

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A FORMER well known resident of Quebec, who was engaged in the erection of the Martello towers and fortifications, was Jean Baptiste Duberger, who entered the service of the Royal Engineers in 1789, in which corps he served for upwards of twenty-five years, holding the rank of lieutenant, first class royal surveyor and draughtsman. Mr. Duberger's greatest achievement, however, was the famous "Model of Quebec." This model, depicting the city and suburbs as they were over one hundred years ago, and a masterpiece of ingenuity, patience and skill, was begun on Mr. Duberger's own premises in Ursuline Lane in the last years of the eighteenth century and completed at the Chateau St. Louis in 1812. It was originally thirty-five feet in length, cut entirely out of wood and modelled to a scale of twenty-four feet to the inch. It was taken to England in 1813. After a sojourn of a hundred years in charge of the military authorities at the Woolwich arsenal, the model was rescued from oblivion and possible destruction through the efforts of Dr. Doughty, Dominion Archivist, and well known author, who had it transferred to Ottawa, where it underwent a thorough renovation at the hands of Lieut.-Colonel (Rev. P. M.) O'Leary. For want of space in the Woolwich rotunda the model had been reduced in length by half. The model vividly shows the buildings in existence in 1812, many of which are still standing, including the General Hospital, Hotel Dieu Hospital, English Cathedral, Basilica, Quebec Seminary, Ursuline Convent, London Coffee House and the Kent House, where the capitulation of the city of Quebec was signed by M. de Ramesay. It shows the site of Cap Blanc and the King's shipyard, the outworks overlooking the Cove Fields, erected by Captain Twiss in 1783, and since improperly called the old French batteries; Cape Diamond Bastion, the old French powder magazine on the Citadel, the last remnant of the fortifications that crowned the crest prior to the conquest still in excellent preservation; the spot where General Montgomery fell, December, 1775, remains of the block house and barrier whence the fatal charge was fired, which killed the American officer, his two aides and others; the lower Governor's garden, the upper Governor's garden, the King's ordnance stores and wharf, the Cul-de-Sac, La Traverse or landing place on the river front, the church of Notre Dame des Victoires, the city gates, Chien d'Or building, former Court House, Montcalm house, opposite the Ste. Ursule Hotel, erected in 1678, but having no relation whatever with the Marquis de Montcalm, the site of the Arnoux house on St. Louis street where Montcalm is supposed to have died, the site of the old Jesuit College, Upper Town market square with large market hall of circular build in the centre, Montcalm's residence on the Ramparts, the Intendant's palace, etc. Mr. Duberger, who was born in 1767, in Detroit—originally a small French village of wooden houses—of Acadian parents, arrived in Quebec while still quite young and was educated at the Quebec Seminary. After a useful and honorable life he died in 1823 at St. Thomas, Montmagny, where he was buried. A number of descendants bearing his name are still living at Murray Bay and Sherbrooke, while our well known fellow citizens, the Dubergers, Neilsons, Brunets, Nesbitts and Tetus are close relatives.

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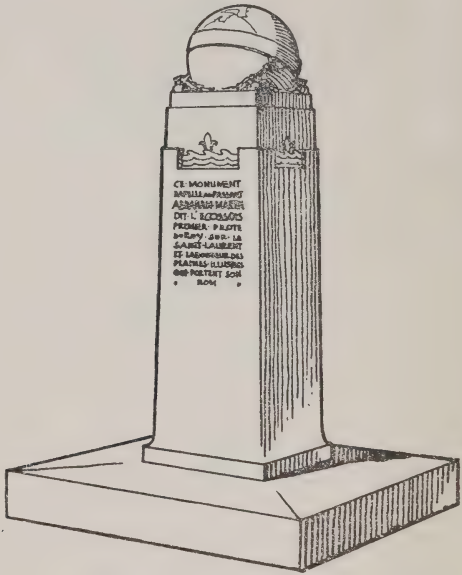
LOUIS HÉBERT, a Paris apothecary, after whom Hébert street, in this city, is called, and who was the first settler and farmer in Quebec, arrived from France with his family in 1617. A handsome monument to his memory is erected on the City Hall square facing Ste. Anne street. His farm of ten arpents, included the land on the site now occupied by the Basilica, Seminary, Laval University, etc. Hébert died on the 25th January, 1627, and was buried in the cemetery of the Recollets, now the property of the General Hospital. Later his remains were removed to the church of the Recollets, in the Upper Town, which, together with their convent, was destroyed by fire in 1796, and his ashes found a final resting place in the crypt of the venerable Basilica.

Abraham Martin, for thirty-two years the original owner of the historic plains bearing his name, now known as the Battlefields' Park, which he cultivated and which was sold to the Ursuline nuns in 1667, arrived in New France shortly after Champlain, was the first pilot named by the king of France to navigate the St. Lawrence river. In the Jesuits' Relations, Abraham Martin is referred to as "dit l'Ecossais" or "called the Scot," so that in addition to being the first pilot of the king he was also possibly the first known Canadian of Scotch descent. Although married to a



In Memory of Abraham Martin

French woman, and very possibly born in France, Abraham Martin was no doubt descended from one of the numerous soldiers of fortune who fought in the army of France in the days of Louis XI. The Canadian Pacific Railway, through the efforts, doubtless, of that lover of ancient lore, Mr. John Murray Gibbon, President of the Canadian Authors' Association, have erected an artistic memorial to Martin on the river front at Quebec. It was designed by Henri Hebert, the well known French Canadian sculptor, is of granite and shows a pillar crowned by a globe of the world supported by thistles. Carved in low relief is the Lily of France rising out of the sea. The inscription is in French and English, the latter reading:—"This monument recalls to the passer-by Abraham Martin, called the 'Scot', first King's Pilot on the St. Lawrence, who tilled the land on the illustrious plains which bear his name. Martin died on the 8th September, 1664, and was buried in Quebec's first cemetery, which was located on the site of the present Montmorency Park, adjoining Mountain Hill."

# CHAPTER XV

Music and the Drama in Quebec in the Ancient Days.—The Patagoma and Haymarket Among the Oldest Theatres.—The Royal Circus and Royal Theatre.—The Près de Ville Theatre and Music Hall.—Quebec Dramatic and Histronic Clubs.—Ancient Musical Societies, Etc.

THERE is no doubt but that Quebecers have not only been lovers of music, but of the drama as well, from the earliest days of the colony, from the time at least of the Comte de Frontenac, the old French Governor who sent forth his defiant reply to Admiral Phipps when the latter demanded the surrender of Quebec on behalf of the English forces in 1690. At this period, history tells us, amateur theatrical performances were given at the ancient Chateau St. Louis, which stood on the ground now occupied by the magnificent Champlain monument, on the Dufferin Terrace. The students of the Jesuits' College also gave literary and dramatic entertainments on many occasions, while pupils in the majority of the private and public schools in the city were in the habit of giving theatrical or other performances from the early days of the past century.

As early as 1820 the Harmonic Club was already organized, of which Mr. A. Campbell, a well known notary in his day, and a Mr. C. R. Destermauville were the leading officers. The Quebec Philarmonic Union was another popular musical organization of the past century and numbered among its members, like the Harmonic Club, many of the leading musicians in the city at the time.

The committee of management of the Club in 1848 was composed of Archibald Campbell, George Gibsone, J. R. Burrage, E. Fromm and F. Glackmeyer. At a later period we had the Union Musicale and the Septuor Hayden society, whose members entertained the Quebec public with the richest and most difficult selections from the great masters on numerous occasions. It was the custom, from the early days, for our local musicians to assist annually in the celebration of the feast day of the patroness of music, Ste. Cécile, which, as a rule, was observed on the first Sunday following, with an elaborate musical programme at high mass in one of the Roman Catholic churches in the city.

Gala symphony concerts, operettas and musicales were given, especially in the old Academy of Music, on St. Louis street, which were not only largely patronized, but highly appreciated. This play house, known for a tine as the Theatre Royal, later as the Music Hall and finally as the Academy of Music, described in the Quebec newspapers at the time as one of the finest theatres in America, was inaugurated on Saturday evening, February 5, 1853, with a concert by the Harmonic Club under the distinguished patronage of the then Governor-General, Lord Elgin, and at which His Excellency assisted with a distinguished escort. The members of the Quebec Dramatic Club also contributed several items on the programme. It is no exaggeration to say that some of the greatest stars in the musical and theatrical world, at least of the nineteenth century, appeared on the stage of the Academy of Music previous to its destruction by fire on the night of March 17, 1900.

The national organizations in this city, such as the St. George's Society, St. Patrick's Society, and St. Andrew's Society, as well as the Irish Protestant Benevolent Society, quite frequently celebrated their anniversaries years ago with entertainments at which the leading local artists readily assisted. At a concert held under the auspices of the St. George's Society in 1862, the brilliant Irishman and orator, Hon. Thomas D'Arcy McGee—who was assassinated at Ottawa on the 7th April, 1868, at the age of 43 years—was the speaker of the evening. Mr. McGee was a well known figure in Quebec in the early sixties of the past century, living here for months at a time while attending to his parliamentary duties previous to Confederation and the transfer of the government seat to Ottawa.

Thomas Cary, founder of the Quebec Mercury in 1805, is given credit for having been about the first person to organize a company of amateurs among the English speaking residents of this city in the early days of the nineteenth century. At all events it was in the above year that the question of building a commodious theatre in Quebec for both English and French local talent was under serious consideration.

In 1804 there was a theatre in Quebec known as the "Patagoma". It was located in a large building on Canoterie street, a very ancient and popular thoroughfare at the time and for years later, where some of the leading families in the city made their homes. The "Patagoma" was located on the hill near Hope Gate, in the guard room of which one of the first English schools in Quebec was opened. On the opening night at the "Patagoma," October 15, 1804, an opera entitled "The Castle of Andalusia," with a farce "The Absent Man," were presented by amateur performers. The tickets of admission, which were limited to two hundred, cost five shillings each. Evidently there was not a great rush of business in the theatrical world at the time, as it is recorded that the theatre was closed for the winter months, but was reopened in the following spring, when performances were given from time to time during the summer season. It may be of interest to know that in those days the doors of the theatre were opened as early as six p.m., and the performance commenced at seven o'clock. Another interesting feature as compared with conditions to-day was the fact that on some theatre nights gentlemen were requested to send their servants before six o'clock in order to keep their seats, which were not reserved.

The Haymarket theatre was another popular place of amusement about this time. It occupied the upper story of a large building on the corner of Ste. Anne and Garden streets, opposite the Anglican Cathedral close. The theatre was opened on Saturday, January 11, 1806, and the first performance included a comedy in five acts entitled "John Bull or an Englishman's Fireside," together with a musical comedy "The Purse." Boxes in the theatre were three shillings and nine pence, the pit two shillings and six pence and the gallery one shilling and eight pence. In this theatre the doors were opened at five p.m. and the performance started at six o'clock. A Mr. Ormsby was the first lessee and manager. The building was practically abandoned as a theatre in 1825 and for some years later was used for scholastic and church purposes as well as a Masonic hall and auction room.

Mr. Lelievre, a prominent notary of his day in Quebec, was the moving spirit in organizing amateur theatricals among the French-Canadian residents in 1816.

The Royal Circus was for years the leading place of amusement in Quebec for our forefathers. It was located in a spacious building in rear of the Mailhot hotel, on St. John street, being the property of Mr. Mailhot, although in later years Messrs. West & Blanchard were in control of the theatre, which dated from November, 1825, with Mr. J. B. Gale as its first manager. There was accommodation for fifteen hundred persons in the "Circus" and it is recorded that the Earl and Countess of Dalhousie, with a brilliant staff, attended one of the earliest performances at this theatre. Equestrian and regular circus shows as well as exhibitions of horsemanship were given here for years. The building was very often utilized for concerts and dramatic entertainments as well and for a time was the popular resort for the amusement loving residents of Quebec. Many noted English, French and American artists of the long ago appeared here before it was finally closed. It was at this theatre that the celebrated English actor of the past century, Edmund Kean, performed on several occasions in the fall of 1826. Mr. Kean sailed for England on December 5 to take charge of the Drury Lane Theatre in London and died there on the 20th June, 1833, in the forty-fifth year of his age.

The Royal theatre, the property of Hon. Jonathan Sewell, Chief Justice of Lower Canada, for many years was located in rear of the present Trinity church, also the property of Mr. Sewell. The entrance by carriage to the Royal theatre, which replaced the "Circus," was through a gateway adjoining the church on Stanislas street, while the exit was by way of a lane alongside St. Patrick's church out on to St. Helen street, now known as McMahon, called after the first pastor of St. Patrick's church. The Royal theatre was opened on Wednesday February, 15, 1832, and was inaugurated by the "Garrison Amateurs," a body of clever artists selected from the Imperial regiments quartered in Quebec at the time, under the patronage of Lord and Lady Aylmer. The theatre, which was quite spacious, was lighted with the aid of wax candles artistically arranged on the stage, on the columns and other convenient places. The prices of admission were as follows:—Boxes, five shillings; pit, two shillings and six pence; gallery, one shilling and three pence. The theatre was dismantled in 1843 when St. Patrick's church was enlarged.

A former riding school and drill hall for volunteers and storeroom for war material connected with the Castle St. Louis, a very ancient government owned building, which stood on the ground now leading to Dufferin Terrace, was transformed into a theatre and opened on Monday, September 3, 1838, when several stars in the theatrical world at the time appeared there in dramas under the management of a Mr. Abbott. Here the officers and men of the Coldstream Guards, one of the crack corps of the British army, gave many entertainments and were given credit for having in their ranks the best amateur talent in the city. It was known as the Theatre Royal St. Louis. The building was destroyed by fire on Friday night, June 12, 1846, just as the audience had started to leave after a scenic representation given by a Mr. Harrison. Forty-six lives were lost, some of the victims being burned to a crisp, still more suffocated and others trampled to death.

The Messrs. Russell, proprietors of the old Albion Hotel on Palace street, about the middle of the past century, owned a concert hall, which was an annex to the Albion, with an entrance on Collins street. Later it was known as the St. George's Hall. Many actors of note from Europe and America appeared before the footlights at this theatre for some years, until finally it was transformed into a billiard hall and bowling alley.

In 1852 there was a theatre on Grant street which was a popular resort for some years for amateur French-Canadian actors and residents of St. Roch.

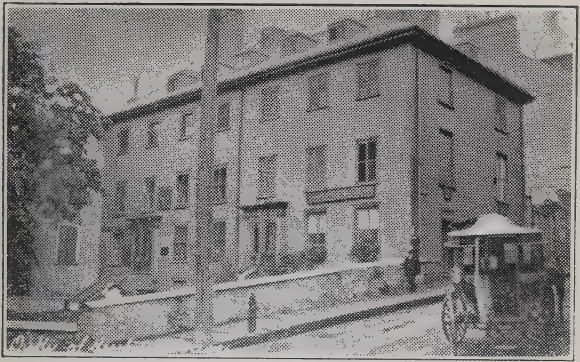
The building on Ferland street, for years known as the Temperance Hall, and which dated from 1816, was used as a meeting place by temperance bodies, as lodge rooms by the Freemasons, for dramatic entertaimnents, dancing and for other purposes. The Victoria and Stadacona Dramatic Clubs, composed of the elite of the city, gave private theatrical performances there.

The Wesleyan chapel on St. Anne street was built in 1817, and was used by the Methodists until their new church on St. Stanislas street was ready for occupancy in 1849. For years in the past century the former building was known as the Lecture Hall, then the Victoria Hall, and later, after being acquired by the St. Patrick's Literary Institute, as Tara Hall. Here dramatic and other performances were given by travelling companies as well as by local talent for years. General Tom Thumb and his wife, Commander Nutt and Miss Warren, all four weighing but one hundred pounds and announced "as the four smallest human beings of mature age ever known on the face of the globe," were exhibited at the Lecture Hall in October, 1863.

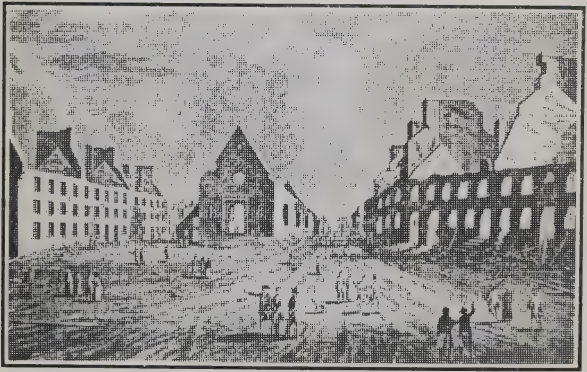
The National School Hall, on d'Auteuil street (now Loyola Hall), built in 1823, for some years serving the purpose of a school, was another popular meeting place, especially for Quebecers of the Church of England or Anglican persuasion. Here concerts, dramatic and other performances were given for years. This hall was the headquarters at one time for the local Oddfellows before the property was sold to the Jesuit fathers.

In 1852 Mr. John Jones, a well known merchant of the Lower Town, opened a theatre in a large brick building in Champlain street, near the Allan Steamship Company's old office, which was known as the Pres de Ville Theatre. The structure was only demolished in 1914. Here many of the best actors visiting Quebec at the time made their appearance. The theatre was largely patronized by the officers and men of the navy and by the seamen of the hundreds of vessels that sailed to this port in the fifties.

The building of the Music Hall, on St. Louis street, in 1853, was due to the enterprise of a few English speaking residents of Quebec. Mr. Christopher R. O'Connor, a former prominent resident and a born actor and diplomat, was the first secretary-treasurer of the company, while Mr. William Wilkes Wheeler, a stage player of unusual strength and thoroughly acquainted with every stratagem associated with the art, was the first manager of the theatre. Mr. Lindenberg, at one time leader of the fife and drum band, in which all ranks of the Eighth Battalion took such a pride in the olden days, was the first conductor of the orchestra at the Music Hall. The members of the Quebec Dramatic Club, organized in 1845, were encouraged to give performances from time to time, especially during the winter months, at this theatre, which they did with marked success. The members of this club had the honor of assisting at the concert held under the auspices of the Harmonic Club at the inauguration of the Music Hall. It is no exaggeration to say that it contained many of the most talented amateurs that had heretofore appeared before a Quebec audience, the members reciting their lines and portraying their various characters with perfect ease in either tragedy, comedy or farce. A drama presented by the club and given at the Union Hotel on the 19th January, 1850, was Coleman's five act comedy, entitled "John Bull" with interlude of songs, and Alfred Bunn's roaring farce "My Neighbor's Wife." Among the most prominent members were such well known men of their day as Messrs. Frank Johnston, William W. Wheeler, John P. Bickell, John S. Budden, Fletcher Merrick, George K. Hood, Denis Gale, Christopher R. O'Connor, Alexander MacAdams, Matthew Heatherfield, Frederick Mimie, Jeffrey J. Wyatt, Thomas H. Gramt, Arthur Cooper and W. W. Snaith.



Kent House, Oldest Building in Quebec, Dating from 1636.



Notre Dame des Victoires Church as it Appeared after Wolfe's Bombardment.

Another popular theatrical organization was the Quebec Histronic Club, which dated from 1854, and lasted for thirteen years, during which time many high class and attractive entertainments were given, the club developing some of the most clever amateur artists that had previously or since adorned the Quebec stage, several of the leading players of the Dramatic Club having joined their ranks. The Histronics counted among its members some of the best known men around town during the last fifty years of the past century, including Messrs. C. R. O'Connor, Edward Sanderson, William Snaith, William White, Frank Johnston, C. J. Ardouin, Walter T. Lannen, Edward C. Barber, J. F. McDonnell, John S. Budden, George C. Gibsone, Simon Peters, jr., Thomas MacMaster, Charles Andrews, William J. MacAdams, Douglas Ally, John Home, Hugh J. MacAdams, J. A. Quinn, John Smeaton, A. H. Vidal and Thomas H. Grant But two members of the club are still alive, Judge White, of Sherbrooke, and Walter T. Lannen, of this city.

The Young Irishmen's Literary and Dramatic Club and other societies connected with the St. Patrick's church congregation, who gave performance in the Victoria Hall many times or assisted at the Music Hall on the evening of the festival of St. Patrick, years ago, were composed of a very talented body of young men. Their acting, like the Dramatics and Histronics of an earlier period, was considered superior to that of many of the travelling professional organizations. Among the men of these clubs the more prominent were Messrs. John H. O'Neil, Dr. C. D. Bradley, Dr. George McGauran, John Kiley, John Carey, James Lawlor, Thomas McCaffery, Dr. T. H. McGrath, James P. Bogue, M. Connolly, John P. Sutton.

It would be a rather serious oversight to omit to mention another theatre of the past century, which for over forty years at least was a popular play house, especially for the French speaking residents of the Ancient Capital, namely the Jacques Cartier Hall, which occupied the large vacant space opposite the "Merger" building on St. Joseph street. It was entirely demolished after being badly damaged by fire some years ago. This civic building was inaugurated with an elaborate ceremony, arranged by Mayor Langevin and the city aldermen, which included a grand ball attended by His Royal Highness the Prince of Wales, the late King Edward VII, while on his visit to Quebec in July, 1860.

French Canadian printers in the past century gave dramatic performances of much merit from time to time, as they counted among their number some first class amateurs. The society was known as the Quebec Typographical Dramatic Club and among the leading members were such well known typos of the past as Siméon Marcotte, Joseph Savard, Léandre Savard, Joseph Mercier, Joseph Langlois, Norbert Duquet, Joseph Renaud, Vienno Michaud and Prudent Lizotte.

It might be well to mention the names of some at least of the many other clever young French Canadian Quebecers who took a prominent part in amateur theatrical years ago. They included Dr. M. Fiset, Eugène Hamel, Martial Chevalier, Gustave Ouimet, Charles Prendergast, Roch Lyonnais, Pantaléon Jobin, Charles Archer, E. de Varennes, Elzéar Fiset, J. C. Routhier, Hector

Verret, Alphonse Bernier, Adjutor Rivard, L. Drouin, Norbert Carrier, Dr. S. Grondin , A Martineau, Moise Raymond, Eugène Robidoux, Drolet, Valin, etc.

Years previous to the building of the Music Hall, as already noted, many artists of world wide reputation visited Quebec.

The first theatrical conpany to perform at the Pres de Ville theatre, in Champlain street, was the Nickinsons, with John Nickinson as manager, and his daughter Charlotte as leading lady. Miss Nickinson was no stranger in Quebec, for she had been born in the Jesuits' barracks, when her father, as sergeant-major of an Imperial regiment, was stationed there. Associated with the company was Charles Peters, a widely known comedian and singer. Then there was W. J. Florence, for many years subsequently a star not only in the United States, but in England, of whom it was said at his death in 1891, that few actors within the past sixty years stood upon a level with him in versatility and charm. Another man who became a great actor and star under the tutelage of John Nickinson was Denman Thompson, of the "Old Homestead," who followed the fortunes of Nickinson to Toronto when he ceased to play here. Thompson travelled all over Canada and the United States for years, and was known far and wide as the leading man in the "Old Homestead". Angeline Phillips played interchanging parts with Charlotte Nickinson, and for a long time afterwards was a star associated with the Madison Square Theatre, New York.

Frederick Glackmayer, a German who left his native country for Canada in 1790, landing at

Three Rivers, but a short time later settling in Quebec, is given the credit of being the father of music and musical societies in this city. Although as yet a mere youth of fifteen, it is recorded that he was already a wonderful violinist and pianist.

Quebec had another well known and enthusiastic professor of music of a very high standard in the person of Mr. Antoine Dessane, a graduate of the Paris conservatory of music, and who, in 1849, was organist at the French Cathedral. In later years he had charge of the organ in the St. Roch's church, in which position he was succeeded by the well known musical enthusiast, Major Nazaire Levasseur.

The choral society known as "The Amateurs St. Jean," came into existence in 1852, and was followed in the sixties by the Union Musicale. The Academy of Music Society was founded a few years later and the Septuor Hayden in 1871.

Calixte Lavallée, in 1878, composed the music of the beautiful national hymn "O Canada," which to-day is not only popular within the borders of our own Province, but from one end of the Dominion to the other.

Finally, in 1903 the Symphony society was organized—into which the Septuor Hayden was merged—under the able management of our popular veteran musician and band and orchestra leader, Mr. Joseph Vézina.

# CHAPTER XVI

Militia Men in the Early Days.—Land Grants to Officers and Men.—Soldiers March from Maritime Provinces.—American Prisoners.—Colonel de Salaberry Thanked.—Memorial to Queen Victoria.—Rideau Canal and Bytown.—Literary Societies.—Drowning Accidents, Etc.,

MILITIA MEN have been doing active duty in Canada, in addition to the regular troops, almost since the earliest days of New France. In 1649 a militia force was organized, when the male members of almost every family in the district of Quebec and Three Rivers were enrolled and were obliged to shoulder their muskets, while the Carignan regiment arrived from France in 1665. During the term of office of the Marquis de Denonville as Governor of Canada in 1685, three battalions of Canadian militia assisted him in his campaign against the Senecas near the Great Lakes. Governor Frontenac is given credit, however, for having organized the first regular militia corps in Canada. Many militia men, composed of farmers, as well as students and merchants of Quebec, Three Rivers and Montreal and officered for the most part by Canadians, served with the French army in their engagements against the English in 1759. Indeed, history tells us that in the campaigns in which Canada was engaged, notably those of 1775 and 1812, the martial spirit of the people was strong and there was no scarcity of volunteers who joined the ranks of the militia and assisted in protecting the country from the invaders. The work of the militia men in the early days, during peace time, at least, was only nominal, however. The officers and men usually met after divine service on a Sunday or a holy day once or twice a year and answered to the call of their names, as an acknowledgment of obedience to the law.

Canada was divided into three military districts under English commanders in 1763, with General Murray as commander-in-chief. The following year General Murray raised five companies of French Canadian volunteers, of sixty-seven men each, two in Quebec, one in Three Rivers and two in Montreal, commanded by French Canadian officers, to assist the English in the Indian war led by Pontiac, near Detroit, between the years 1763 and 1766.

English and French militia corps, organized by Sir Guy Carleton, as well as merchants, assisted the regular troops against Montgomery in 1775. Colonel Noel Voyer was the commanding officer of a French Canadian volunteer corps organized in Quebec under Governor Carleton in the above year. The regiment was composed of eleven companies of infantry and one company of artillery. The battalion was reviewed on the Plains of Abraham at six o'clock in the morning on the 11th September, 1775, and assisted in repelling the Montgomery-Arnold forces. Majors in those days were paid three dollars per day, captains two dollars, lieutenants one dollar, sergeants twenty-cents, corporals thirteen cents and privates ten cents.

Lieut.-Col. Henry Caldwell commanded the British militia at Quebec during the blockade of 1775-76.

In 1785 the strength of the militia in the Province of Quebec was 28,249 officers, non-commissioned officers and privates. Nearly every parish had one or more companies. In 1788 le Comte Dupré was colonel of all the militia of the town and district of Quebec, when certain of the militia clothed themselves at their own expense.

In 1796 the "Royal Canadian Volunteers" were embodied. The system of dividing the militia into English and French Canadian battalions was abolished by Lord Dalhousie in 1828, but the old practice has been revived in this Province at least.

There was great military activity in Quebec during the war of 1812-15. Many of our most prominent citizens of the past of all creeds and nationalities—some of whose descendants are still in our midst—took up arms in defence of Canada at this period in our history. Included in the number was Joseph Louis Papineau, leader of the rebellion in Lower Canada in 1837, who held the rank of captain in 1812. By a militia bill passed by the Parliament of Lower Canada in 1812, Sir George Prevost, captain-general and governor-in-chief, was authorized to employ two thousand bachelors between the ages of eighteen and twenty-five for three months in the year. In the event of an invasion or imminent danger thereof the Governor had authority to retain them for one year. In addition to Fencibles, Canadian Chasseurs, Canadian Voyageurs, Canadian Voltigeurs, Sedentry embodied militia of Quebec city and county, and artillery, four infantry battalions were organized at the outbreak of the war, the headquarters being at Pointe aux Trembles, St. Thomas de Montmagny, Laprairie de la Madeleine and Berthier-en-Haut. The First Battalion Select Embodied Militia of Lower Canada, with headquarters at Pointe aux Trembles, was commanded by Lieut.-Col. Louis de Salaberry, with Thomas Pierre Joseph Taschereau, second in command. Men from the Island of Orleans, Quebec, St. Valier, Beauce, Cap Santé, Beauport, Lotbinière, Baie St. Paul and Rimouski formed this corps.

It is on record that no less than ten members of one French Canadian family joined the ranks of a volunteer battalion in 1812.

In 1838 an act was passed making every able bodied male inhabitant of the Province, above eighteen years and under sixty years of age, being a British subject and having resided in the Province more than six months, liable to serve as a militiaman for the defence of the Province.

The following British regiments were stationed in Canada in 1837, distributed throughout the various provinces:—Seventh Hussars, First Dragoon Guards, Grenadier Guards, Coldstream Guards, First Royals, 11th, 15th, 24th, 32nd, 34th, 43rd, 65th, 66th, 71st, 73rd, 83rd, 85th, and the 93rd regiments, together with the Royal Artillery.

A militia captain was quite an important personage in many ways in days past. He was obliged to furnish the militia required by the Governor, in church had the distinction of occupying a pew immediately in rear of the seigneur, drilled all able bodied men in his neighborhood and directed the road making or other public works. He also served as deputy to the French Intendant, whose ordinances he not only read at the church door, but enforced as well. The officer had another privilege which was considered no small honor, that of having the right to erect a flagstaff opposite his residence, from which the French flag proudly floated on many occasions. This latter practice was still in order in the past century in the rural districts surrounding Quebec at least and it was no unusual thing to see flagstaffs in front of the rural homes of volunteer officers from which the Union Jack flew on special occasions, on national and other holidays.

By an act passed in 1787 all householders in the country parishes were liable to lodge troops, furnish carriages and serve as batteau men. Not more than two soldiers were to be lodged in one house and only one in the houses of the poorest inhabitants. The inhabitants were obliged to provide them with a straw bed, coverlets or blankets and a pair of sheets, to be changed once every month, with room at their fire and of their light and with permission to cook their meals. There were other regulations regarding the accommodation for officers. Carriages were also to be provided for officers and men as well as to transport provisions, etc.

Recruits were called for in Quebec in 1805 for His Majesty's Canadian Fencible Regiment, when a bounty of five pounds and six pence was offered for every man. Recruits were not to be over thirty years of age and under five feet six inches high. The men enlisting were to serve in America only, which was another inducement offered to secure the necessary number. There was considerable activity in militia circles at this time and a stone building of four stories on Canoterie street, the property of John Black, was leased by the Government authorities at a rental of one hundred pounds for four months for drilling purposes.

Eleven officers and two hundred and sixty non-commissioned officers and men of the 100th Prince Regent's County of Dublin Regiment, nearly all of them natives of Ireland, were lost by shipwreck on the voyage to Quebec on the 21st October, 1805.

On Saturday, January 14, 1806, Admiral Nelson's victory at Trafalgar on the 21st October, 1805, was celebrated in Quebec by the firing of a salute from the Grand Battery, followed by a general illumination of the city. Horatio Nelson was well known to Quebecers, as he visited here while an officer on the sloop of war "Albemarle," of twenty-eight guns, in the summer of 1782.

Students of the Seminary, or colleges in Quebec, Montreal and Nicolet were exempt from serving in the militia under the law of 1807.

On the king's birthday in 1808 a royal salute was fired in honor of the event from the new battery on the Cape. Masons employed on military works in this city by the Royal Engineers at this time were paid four shillings a day without rations, and carpenters three shillings and six pence.

Sir James Yeo with several other naval officers and four hundred and fifty men of the English navy, reached Quebec the first week of May, 1813, during the war with the United States, after a long and weary march overland from the Maritime Provinces via the "Temiscouata Portage," covering the distance of some six hundred odd miles over lakes, rivers and swamps, to say nothing of the deep ridges of mountains they were obliged to negotiate. On arrival the naval men embarked without delay on a St. Lawrence government schooner and several other river craft and proceeded with a fair wind to Montreal. It was expected that it would take ten to twelve days to make the journey to Kingston, where they were to assist the British and Canadian forces on the Great Lakes.

The officers and men of the 104th Regiment marched on snowshoes from St. John, N.B. to Quebec in the winter of 1812-13, arriving here on March 15. Six companies of the Second Battalion of the 8th or King's Regiment, under command of Major Evans, performed the same feat in 1814 and later took part in the fighting at Queenston and Plattsburg. Two hundred and thirty seamen for service on the Great Lakes were in this latter party.

The Quebec branch of the Loyal and Patriotic Society of the Province of Lower Canada was organized in this city in March, 1813. The object of the society was to afford aid and relief to families of the militia in all parts of the Province and particularly in Quebec, district in consequence of the death or absence of relatives as a result of the war with our neighbours across the line. Subscriptions were also solicited in October, 1815, for the benefit of the families of the slain and of the numerous severely wounded of the British army, as a result of the victory at Waterloo under the Duke of Wellington, when quite a large sum was collected.

There were over one thousand American prisoners of war at one time in Quebec in 1813, conveyed here by steamer and stage from Detroit and other border points. Included in the number were some fifty officers who for the most part were quartered on parole in the ancient massive stone residence of Judge DeBonne, a former leader of the local bar and very prominent Quebecer, whose old home at La Canadière in later years was used for the incarceration of the insane and is now the site of the Beauport Lunatic Asylum. Others of the prisoners were detained at the private residence, at one time of Hon. William Smith, the historian, of Hon. Charles Alleyn, and more recently occupied by the Union Club, No. 81 St. Louis street. Many of the non-commissioned officers and men were detained on transports in the river and later, those not returned to the United States, were conveyed to Halifax. Among the officers in custody was Colonel Winifred Scott, afterwards commander-in-chief of the American army in the Mexican war of 1846 and known to the juniors in the service as "Old Fuss and Feathers." Others were Brigadier General James Winchester—who died in Tennessee in 1826, aged 70 years—Colonel W. Lewis, Major George Madison, Captain Conkey, Lieutenants Goddard, W. C. Beard, John C. Clark and Ensign David Pollock. The records of the Anglican Cathedral show that between the years 1812 and 1815 eighty-four American prisoners of war died while in captivity in Quebec and without doubt were buried in the old Protestant cemetery on St. John street.

On Tuesday, January 27, 1814, the thanks of the House of Assembly of the Provincial Parliament of Lower Canada was voted to Lieut.-Colonel Charles M. DeSalaberry, of the Canadian

Voltigeurs, and to the officers and privates under his command for the splendid engagement at Chateauguay, Que., on October 26, 1813. The following day a general order was issued by His Excellency the Governor-in-Chief and Commander of the Forces, Sir George Prevost, at Montreal, conveying his thanks to Colonel DeSalaberry and the officers and men of the six companies—three hundred of all ranks—almost to a man composed of Canadian Fencibles and militia under his command, for their great victory over the American invading army, which were many times their number, several thousand in fact, and which the Canadians succeeded in routing. The hero of Chateauguay was awarded a gold medal for his valuable services. It was Colonel DeSalaberry that organized the Provincial corps of light infantry, better known as the Canadian Voltigeurs, in 1812. He was formerly an officer of the Sixtieth Regiment of Foot, now the King's Royal Rifle Corps. A statute to his memory stands in one of the niches, among other great men of the past, in the Legislative Buildings at Quebec. He was a native of this district, being born at Beauport in 1778 and before his death in 1829 had served for some years as a Legislative Councillor.

A royal salute was fired from the Grand Battery on March 1, 1815, in consequence of the receipt at Quebec of the official intelligence of peace with the United States. A general order was issued at this date for the immediate disbandment of the embodied sedentary militia and Provincial corps. Thursday, April 13, was observed in Quebec as a day of thanksgiving for the restoration of peace. The Lord Bishop of Quebec, Right Rev. Dr.

Mountain, preached in the Anglican Cathedral, the Roman Catholic bishop, Mgr. Plessis, in the parish church, now known as the Basilica, and Rev. Dr. Spark in the Scotch or St. Andrew's church.

On Monday, April 14, 1820, at 4 o'clock p.m. His Majesty George III. was proclaimed king in the squares of the Upper and Lower Town of Quebec by the sheriff, Philippe de Gaspé. He was accompanied on his tour by the high constable, a number of peace officers, military bands and an escort of the Sixtieth and Seventy-Sixth regiments. On Sunday, May 7, a Te Deum was sung in the Roman Catholic Cathedral after high mass.

Laborers employed at work for the ordnance department at Quebec in 1797 were paid at the rate of one shilling and six pence currency per day.

The system of solitary confinement was adopted in the English army in 1810, to which the soldiers serving in Canada were subject.

In 1829 the uniforms of the Beauce and other cavalry corps consisted of grey homespun cloth with black collars and cuffs.

A volunteer Highland company was organized in Quebec in 1838 by Mr. Duncan Ross.

The new officers' quarters on Cape Diamond, known to-day as the Citadel, were completed in May, 1832, and had accommodation for forty-four officers.

The Citadel was placed in an efficient condition for defence in 1861, when new embrasures were cut through the ramparts to admit of guns of the heaviest calibre being mounted so as to command all approaches to the city.

* * * *

On the 25th May, 1857, the Mayor, Councillors and citizens of Quebec forwarded a lengthy memorial to Her Most Gracious Majesty, the late Queen Victoria, praying Her Majesty to select Quebec as the future seat of Government and Capital of Canada. The memorial was signed by Dr. Morrin, Mayor, after whom Morrin College is named, and Mr. F. X. Garneau, City Clerk, the latter one of Canada's ablest French Canadian historians, and in whose honor a monument stands in the square near St. Louis Gate, opposite the Parliament Buildings.

The memorial follows:—

TO THE QUEEN'S MOST EXCELLENT MAJESTY:

Your Majesty having graciously been pleased to accede to the request of Your Majesty's loyal people of Canada, praying that Your Majesty would select from among the cities of this Province the place for the future seat of Government and Capital of this flourishing and important part of Your Majesty's Dominions, the Mayor, Councillors and Citizens of the City of Quebec, beg leave to approach Your Majesty with the fullest reliance upon Your Majesty's wisdom and regard for the interest of this Province and to lay before Your Majesty a statement of the grounds on which they found the hope that the ancient City of Quebec may be honored by Your Majesty's selection as the future Capital of Canada.

The choice of the capital of a country is a subject of the very highest importance, involving almost in all cases the destiny and greatness of the people. Accident has in some instances determined the selection, but generally a city has owned this distinction to the advantages of its situation for the purposes of commerce and navigation and, above all, for the defences of the country and the facility of communication and supervision over all parts of the subject territory.

The natural features of a country generally point out of themselves the place possessing these advantages of position. So true is this, that almost all the first towns founded by Europeans in both North and South Americas, have ultimately become the capitals of their respective provinces.

The first Europeans who ever visited Canada, located themselves in Quebec. Although at a distance of 360 miles from the Gulf of St. Lawrence and of more than 800 from the

Atlantic, no other point between Quebec and the sea offered to the first colonists of Canada such a striking position as to induce them to form a permanent establishment. The wisdom of their choice has never since been questioned. A Governor of Canada, the Count de Frontenac, wrote to the Minister at the Court ot France, in 1672: "Nothing struck me as so beautiful and grand as the location of the town of Quebec, which could not be better situated even were it to become, in some future time, the Capital of a great Empire."

It is a frequent practice at the present for some persons to speak of Quebec as though it was situated at one extremity of the Province and on the margin of the sea; but this, as we have just seen, is an altogether erroneous impression. The situation of Quebec is far in the interior of the country and if renowned as a sea port, it is that the town is situated on one of the greatest rivers in the world, a river whose waters bring to her door the largest vessels of the ocean.

It was this interior and commanding situation and this vast and capacious port, which drew from the Count de Frontenac an expression of his opinion that Quebec was formed by nature to be the capital ot a vast Empire.

Indeed, there is a striking resemblance in point of situation between the cities of Quebec and London, the respective geographical limits of Canada and Great Britain being considered. The situation of London as a capital has never been condemned. On the contrary, it is believed that the commercial and maritime greatness of England, arising out of her insular position, is due in a great measure to the situation of the capital on a sea port, and where the Government and Legislature had offered to their constant observation the importance of commerce and navigation, as a source of wealth and power.

Peter the Great, when in England, in 1698, impressed by these considerations, decided upon the abandonment of Moscou as the Capital of his Empire, and the founding of St. Petersbourg, on the shores of the Baltic, where the seat of Empire has ever remained. Yet St. Petersbourg is thirteen degrees further north than Quebec.

While in point of maritime situation the city of Quebec is incontestably the first city of Canada, it is placed in the centre of a vast and fertile district, whose mineral and agricultural wealth and facilities for the establishment of manufactures, yet in their infancy, promise at no distant period to place the city in the very first rank as to population and resources, an increase which would be much accelerated by the impulse which would be given by the possession of the seat of Government.

In determining this question, the policy of the government as respects the future development of British America must also be kept in view. The ever increasing power of the United States necessarily points to the federal union of the British Provinces under the protection of England, as a measure which will ultimately become necessary. England, herself, is interested even in view of her European policy, that a power should exist on this continent to counterbalance that of the gerat American republic, in imitation of the European system. With this prospect in view, the choice of a Capital of Canada could not possibly be uninfluenced by so important a consideration, and in the event of such a union, Quebec would be not only the most accessible from the sea, but the most central city of British America.

The Duke of Wellington himself observed that the whole or the British North American colonial system depended upon the possession of Quebec, and indeed, Quebec is the stronghold of Canada, and history has proved, over and over again, under the French as under the Englsih rule, that the possession of Quebec is always followed by that of the territory composing the British provinces. Chosen in 1535 by Cartier, in 1608 by Champlain, the promontory of Cape Diamond has ever been regarded as the key of the country, and on all occasions the fate of the Province has been decided under the walls of Quebec.

Of all the towns of Canada also, Quebec is the least exposed to attack from the Americans and the easiest of access to succour from England. It is remote from the frontier of the United States and protected by the river St. Lawrence, on whose left bank it is built. It is well known that Canada is bounded throughout its entire length on the south by the United States, who have the superiority on Lakes Ontario, Erie, Huron and Superior, and that the most flourishing part of the Upper Canada lies in an angle between those lakes, exposed to an attack from all of them. The numerical superiority of the United States over Canada would permit any skilled commander to cut off the communications with the interior at any point between Montreal and the east, and Lake Superior in the west. In the last war the Americans burned Toronto and marched as far east as the Cedars, within thirty miles of Montreal. Toronto and Kingston are immediately contiguous to the United States, exposed to the cannons of their ships, while they are also liable from that contiguity and close intercommunication with the republic to imbibe political opinions adverse to the integrity of the Empire.

But it is not merely as a fortified city that Quebec has exercised such an important influence on the fortunes of Canada, its adaptation to the peaceful purposes of commerce also renders it a place of the first rank and importance. At Quebec the navigation of the largest class of vessels terminate, and at Quebec the inner navigation commences. The port is accessible to ships from sea, long before any other place, as was strikingly exemplified this year by the arrival of the "City of Toronto" from Glasgow at Quebec, on the 20th of April, when the St. Lawrence above Quebec was frozen over as far as Montreal, and inaccessible to navigation. Whatever may be the present course of trade, the time is fast approaching when the products of the great West, illimitable in amount, will come to Quebec by river, canal and railroad as to a common centre of export to Europe.

Among the cities of Canada, Montreal might have some claim to enter the list with Quebec; but since railroads have shortened the distance between these two cities to a few hours, the advantages which its more western situation might impart to Montreal are more than counterbalanced by its want of defences in case of war, and its exposure to an American army, which could penetrate without obstruction into its streets, and all the more easily when the Victoria Bridge is finished.

The towns of Montreal and Kingston have successively been selected as the seat of Government, but have successively been abandoned, after the experience of a few years, while in the Session of the Parliament of Canada, held at Toronto in 1856, the Governor-General, the Ministers of the Crown and a majority of the representatives of the people, by a solemn vote, decided in favor of the city of Quebec, and appropriated the monies necessary for the erection of a House of Parliament, and it was only the defeat of this measure by the Legislative Council, by a questionable exercise of power which rendered it necessary to adopt other means for the solution of this important question.

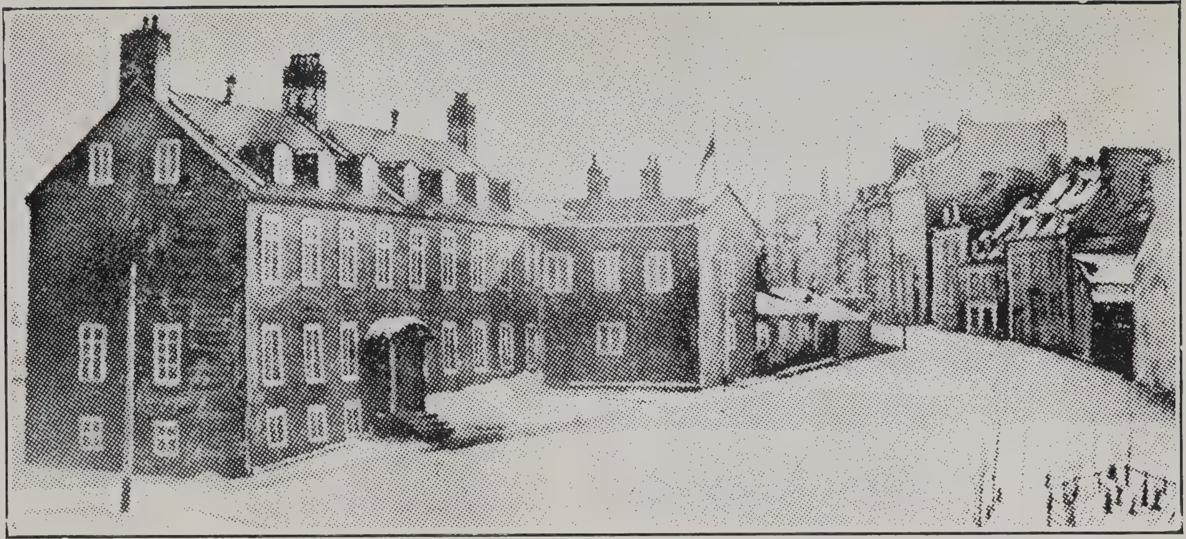
Your Majesty, in your choice, governed by regard for the general interest of Canada and of the British Empire, will feel the importance of these influences which tend permanently to connect Canada with England as an integral portion of the Empire, and in this view, the city of Quebec may point to the tried fidelity of her citizens who, when the English rule was menaced in America in 1775, in 1812, in 1837, rallied in defense of the Government, their peaceful and hospitable character, the harmony in which the two races destined to occupy the banks of the St. Lawrence, here live together, and have always lived together, and the familiar use of both languages prevalent in Canada.

Besides these considerations, Quebec may boast of the salubrity of its climate, the beauty and grandeur of its site, the extent and safety of its harbour, its fortifications, its impregnable Citadel, its historical associations, all of them incidents which impart dignity to power. For 230 years Quebec was the capital of Canada; during this long period fifty-three Governors here successively took their residence; none of them ever expressed a wish to transfer the seat of Government from its original position.

THE QUEEN MOST EXCELLENT MAJESTY'S LOYAL AND DUTIFUL SUBJECTS.

Quebec, 25th May, 1857.
JOS. MORRIN,
Mayor of Quebec.
F. X. GARNEAU,
City Clerk.
[SEAL]

* * * *



Haldimand House or Vieux Chateau and Des Carrières Street, Site of the Chateau Frontenac.

In 1826 the British government appropriated the sum of £15,000 for the construction of a canal from Ottawa to Kingston, known as the Rideau canal, to form a connection between the Ottawa river and Lake Ontario, and which, at the time, was thought would be of great military advantage to Canada in addition to its commercial value. Work was started in the spring of 1827 under the direction of Colonel By, an officer well known at the time in Quebec. A company of sappers and miners of the Royal Engineers and several hundred workmen were engaged in the work of building the canal. In the fall of the last mentioned year the Governor-General, Lord Dalhousie, laid the foundation stone of the lower lock at the mouth of the canal, which was finally completed and opened for traffic on the 1st September, 1832. The cost of its building was £715,408 15s. 6d. The first steamboat to navigate the canal was launched near Kingston in June, 1829. She was eighty feet long, fifteen feet broad and six feet deep. The gross receipts for goods and passengers carried on the canal for 1839 was £48,000. General Theller, Colonel Dodge and other American sympathizers of the agitation in favor of responsible governemnt in Canada, in 1837-38, who were captured in the vicinity of Windsor, Upper Canada, were brought to Quebec from Toronto via the Rideau canal in June, 1838, in charge of a detachment of the Queen's Rangers. The officers above mentioned made their escape from the Citadel here on a dark night in October of the same year.

The foundation stone of a bridge to cross the Ottawa river and the Chaudiere Falls was laid with an imposing ceremony by the Earl of Dalhousie on the 24th September, 1826. This bridge callapsed, however, on the 2nd April, 1828, just after its completion, when the constructions of a second one was undertaken by Colonel By.

Bytown, now known as Ottawa, the capital of the Dominion of Canada, was called after its founder, Colonel By, in 1827, and was settled by those engaged in the work of constructing the Rideau canal and improving the condition of the Ottawa river. For years later the place was but a scattered village, where hundreds of raftsmen, among others, during the summer season, made it their headquarters. A large stone on Major Hill's Park marks the spot were once stood the house occupied by Colonel By. A municipal council was established in Bytown by an act of Parliament on the 28th July, 1847, with three wards—North, South and West—each represented by two councillors. The mayor was selected by the Council. It was chosen as the Capital of Canada by Queen Victoria and the first session of the first Parliament of Canada under Confederation was opened there by Lord Monck on November 6, 1867.

* * * *

ALTHOUGH there was a library in Quebec in 1668, a public one was founded here in 1779 by the then Governor, Sir Frederick Haldimand. The books for the Society, which was known as the Quebec Library, were purchased in England, and numbered at one time as many as six thousand volumes. Among the first members of the Society were:—Messrs. James Monck, Hugh Finlay, William Grant, Peter Panet, J. A.

Panet, Robert Lester, Peter Fagues, François Baby, Adam Mabane, Arthur Davidson. The Society at one time occupied rooms in the old Bishop's Palace or Parliament House and later in the Quebec Fire Office on Peter street. In 1852 the trustees were:—Messrs. W. Finlay, H. Pemberton, Alex. Simpson, W. Phillips, W. Walker, and F. H. Andrews. The life members of the Society at one time included:—Hon. C. Alleyn, Hon. H. Black, C.B., E. D. Burroughs, George Colley, B. C. A. Gugy, G. L. Irvine, J. W. Leaycraft, W. Marsden, M.D., Robert Mitchell, C. N. Montizambert, James A. Sewell, M.D., and Robert Shaw. The Society was finally absorbed by the Quebec Literary and Historical Society, founded in 1824, and presently located in the Morrin College building.

Another library, known as the Quebec Mechanics' Institute, formed in 1830, was in existence for many years. The following were the officers in 1854:—President, Hon. John Neilson, M.P.P.; Vice-Presidents, Thomas Baillairgé, W. Burke, D. Cameron, H. M. Blaiklock, J. B. Fréchette; Treasurer, C. J. R. Ardouin; Corresponding-Secretary, C. J. Ford; Recording-Secretary, John Wheatley; Librarian, J. Laird; Committee of Management, Messrs. Quigley, Stanley, Glass, Childs, Malouin, Carter, Ryan, Wyse, Martyn, Connolly, Laurin, Bagley and Paradis.

In 1843, the Quebec Library Association was founded. Included among its members were: Hon. W. Walker, Hon. G. Pemberton, Hon. R. E. Caron, Dr. J. C. Fisher, J. Gibb, W. Bennett, A. Joseph, S. Newton, P. Gingras, jr., J. Thibodeau, W. Wurtele, H. S. Scott, F. P. Colley, C. H. Gates,

J. L. Mackirdy, J. Cauchon, T. M. Clarke, G. H. Simard and W. Kimlin. Miss Meiklejohn was the librarian and for a time the society had rooms in the Parliament House.

The Institut Canadien dates from 2nd December, 1847. Hon. Marc Aurele Plamondon was the principal promoter and first president of the society. This literary body, now located in the City Hall, occupied rooms for many years in a building which stood on Fabrique street, near the present site of Avenue Chauveau. From the time of its organization the society has included among its members most of the French Canadian literary men of Quebec. The following were the founders: Messrs. J. C. Taché, P. J. O. Chauveau, Abbé J. Langevin, M. A. Plamondon, Jos. Cauchon, U. J. Tessier, T. Fournier, O. Crémazie, L. J. C. Fiset, N. Casault, Jean Langlois, Jean Taché, J. LeMoine, N. Aubin, J. B. A. Chartier, F. Evanturel, J. P. Rhéaume, P. Garneau, E. Chinic, P. Huot, A. Hamel, F. M. Dérome, H. Chouinard, E. Gingras, J. B. Fréchette, J. M. Hudon, G. H. Simard, E. Fréchette, P. Fréchette, L. Bourgeois, C. Pelletier, Jos. Hamel, A. Côté, J. Borne, E. Lacroix, N. Balzaretti, L. H. A. Blais, C. P. Pelletier, Théo. Hamel, A. Montminy, V. Tessier, G. VanFelson, T. Gauvin, P. Gingras, J. O. Vallière, P. N. Bouchard, L. Bilodeau, J. Tourangeau, F. Hamel, F. G. Juneau, O. Giroux, F. Braun, L. A. Huot.

The Canadian Society of Literary and Scientific Studies was a flourishing institution in this city over half a century ago. It counted among its members such well known men of their time as Messrs. N. Aubin, A. Plamondon, C. V. Dupont, J. C. Taché, L. T. J. Sinclair, H. Desjardins, N.

Casault, P. J. O. Chauveau, F. M. Derome, T. Fournier, L. Lemoine, P. Vallée, U. Tessier, A. Soulard, J. Hudon and H. Plamondon.

As far back as 1835, Quebec could lay claim to a debating club, which held its meetings in the Chien d'Or building on Buade street. The Mercury was then issued from this building. Among the members of the club were such well known men of the past as Dr. J. Graddon, Daniel Wilkie, J. McKiddy, W. Walker, sen., John Clapham, Jackson, Thomas Carey, Paul Lepper, E. F. Ferguson Frank Colley, H. S. Scott, A. J. Maxham, W. J. Welch, William White, C. Bruce, H. A. Wicksteed, F. D. Tims, J. H. Willan. The club was in existence for years, even down to a late period.

* * * *

SOME very serious drowning accidents occurred in the early days of the past century, but a few of which are recorded here.

During a violent storm on the St. Lawrence on Saturday, 26th October, 1805, the schooner Lizard, bound from Matane to Quebec, struck a rock between Riviere du Loup and Green Island, and was wrecked. A raft was made by those on board the vessel, on which they embarked at 4 a.m. They remained lashed to the raft, exposed to all the violence of wind and wave, for seven hours. During the interval they all died except one man, David McMillan, whose strength enabled him to survive his perilous situation until the raft was driven ashore, when he was saved. Those who perished were Simon Fraser, of Matane, M. Fraser, a nephew of Simon, John McMillan, and Miss Catherine M. McMillan, brother and sister of the survivor, and Joseph Carrier, captain of the schooner.

In 1809 a bark canoe proceeding from Quebec to Chateau Richer, with five passengers, upset when opposite St. Pierre, Island of Orleans, when all were drowned. The names of the victims were Pierre Cloutier, two Gravel brothers, Etienne Rheaume and A. Huot. All were married men with families while one was a widower with seven children.

While driving across the ice of the St. Lawrence river from Nicolet to Three Rivers on the 28th April, 1810, Ignace Plamondon, a well known surveyor of his time, and his son were drowned. Mrs. Plamondon, who was in the cariole at the time of the accident, was found on the ice some time later frozen to death.

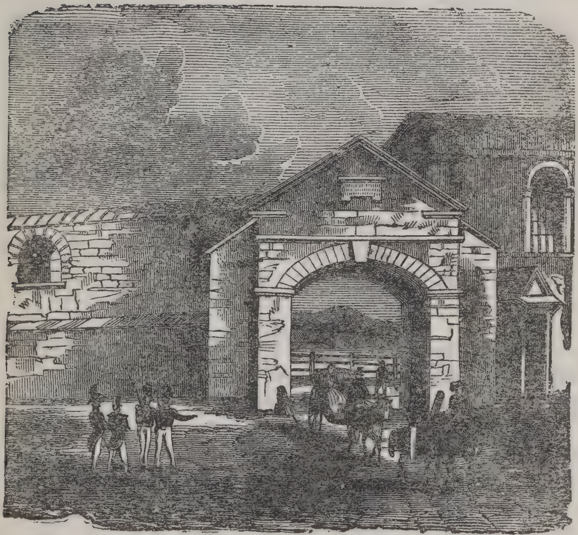
Out of a detachment of fifty-five men of the Eighty-First Regiment, thirty-nine, including Lieutenant Henderson, the ferryman and his two sons were drowned on the 11th August, 1814, while crossing the Black river, in the vicinity of Three Rivers, by the swamping of the scow.

Messrs. Painchaud and Asselin, one from Isle aux Grues and the other from Isle aux Oies, with five other men and two women were drowned in the St. Lawrence while crossing to the mainland in May, 1823. They had eight head of cattle in the sail boat, which by some means upset, when all perished before assistance could be rendered.

A batteau from Lotbiniere County containing thirteen persons—men, women and children—ran across the chain cable of a vessel in the harbor in May, 1837, and upset, resulting in the loss of seven lives. Four of the victims were heads of families.

A boat from Ste. Famille, Island of Orleans, with provisions, capsized opposite the wood market in St. Roch's November 5, 1838, by which nine persons out of ten on board were drowned.

A double canoe containing twenty-two or twenty-three passengers was upset in the ice in the St. Lawrence February 12, 1839, when sixteen met their deaths by drowning.



Hope Gate (on Ste. Famille Street) Demolished in 1874.

# CHAPTER XVII

Curling in the Ancient Days.—Races for the King's and Queen's Plate.—Henry C. Austin's Game Book.—Salmon Fishing in the St. Charles River.—Tandem and other Sporting Clubs. — Fires and Avalanches. — Bunker Hill Gun.—Buffalo Coats and "Ceinture Flêchée", Etc.

THERE WAS a regularly organized curling club in existence in Montreal in 1807, with a small membership of enthusiastic sons of Caledonia, who played the very ancient Scottish national game with "irons" of a crude description and in shape resembling huge tea kettles, each weighing from fifty to seventy pounds, which were the common property of the club. Games were also played in the ancient days with wooden blocks, cut from the solid bowl of a beech or maple tree, turned on a lathe and bound with a massive iron band to add to the weight as well as to prevent splitting. They were fitted with handles of bent iron made in the local blacksmith's shops and resembled more than anything else large cheeses.

The irons used for the most part by Quebec curlers in the early days of the past century were cast at the St. Maurice forges, near Three Rivers, from a wooden model carved by a Lower Town cooper, but these ancients and honorables were consigned to the scrap heap years ago. At a later period the stones or irons were cast at the old Bissett foundry, on St. Valier street, and at Lee & Montgomery's.

While nothing authentic bearing on the subject is known, there is hardly a doubt but that the popular winter game, of which Bobbie Burns, the Scottish bard, sang the praises, has been played in Quebec since the earliest days following British rule in Canada, when the officers of the Fraser Highlanders and other regiments garrisoned here at this period enjoyed the game.

Bonspiels, or friendly matches, in the early days of the past century, in this city, were played in the open air, very often on a rink on the ice of the St. Lawrence. The earliest game known to have been played in this district took place on the mill dam at Beauport in 1805. Other games were played there as late as 1847. In 1839 there was a rink laid out on a pond on the Plains of Abraham. In 1849 the members of the Quebec Curling Club enjoyed the game at Bell's and Gillespie's ponds, at the Little River.

The Quebec Curling Club, the parent organization of its kind in this city, which is very much in evidence with our local curlers to-day, was founded in 1821. The original members of the club were: Messrs. Andrew Patterson, Robert Patterson, A. Weir, William Finlay, A. Moir, William Pemberton, M. McKenzie, William Phillip, L. P. McPherson, J. C. McTavish, James G. Heath, George Pemberton and Thomas Creigan.

At one period in the Quebec club's history none but Scotchmen or descendants of sons and daughters of the land of the heather were admitted to membership.

Mr. Andrew Patterson is given credit for having been the first curler to organize the game in this city and was one of the original members of the Quebec club. He retired from the club owing to advancing years and ill health in 1837.

The Earl of Dalhousie, Governor of Canada from 1820 to 1829, was a member of the club in 1826.

With the view of fostering and encouraging the game the members of the Quebec Curling Club, at an expenditure of several hundred dollars, collected by private subscription among themselves, purchased a massive silver cup in England in 1874, which has been played for ever since by clubs located within the Dominion. It is known as the "Quebec Challenge Cup," is a perpetual challenge trophy, and one of the most coveted of prizes among curlers in Canada.

The first match played away from home was one that took place at Three Rivers on the 10th January, 1836, when eight players from the Quebec Club met an equal number of Montrealers, and the Quebecers were victorious on both rinks.

Quebec curlers are known to have travelled as far as Kingston, Ont., carrying their stones with them, in order to play a game, driving the entire distance to the Limestone city and back, covering over seven hundred miles. Matches were also played on the river St. Lawrence at Berthier-en-Haut.

Quite frequently games were played with the Montreal curlers. In 1840 it is on record that four members of the Quebec Club braved the elements in January and journeyed to the sister city to play a match. The cost of this trip alone was thirty-six pounds, which included twenty-four pounds paid for the drive both ways, the half of which was earned by Samuel Hough, of Quebec, driver of the royal mail, who conveyed the party one way. The rink in Montreal was then located in what was known as Griffintown, near the river front. The defeated club generally paid for a dinner, a single meal costing as much as £3 2s. 6d. There was no objection on the part of the club members to defray the expenses of a good substantial repast, but some of them, according to an entry in the minutes, objected to any expenditure for wine, which the winners added to their menu. One of the Montreal clubs had at one time a rule providing that "the losing party of the day shall pay for a bowl of whiskey toddy, to be placed in the middle of the table for those who may chose it."

In 1861 sixteen members of the Quebec Club crossed over to Pointe Levi and again travelled to Kingston, this time over the then slow going Grand Trunk Railway, the only road by which Quebecers could travel westward, or, in fact, in any direction. Four rinks of the local club played an equal number of Kingstonians for the Royal Caledonian Club medal on this occasion and won by a score of ten, 104 shots for Quebec to 94 for Kingston. The Quebec players: were P. J. Charlton, James Dean, J. J. Crawford, James Dean, jr. (skip); A. Crocket, J. C. Thomson, P. Patterson, W. Barbour (skip); A. H. Jackson, J. F. Turnbull, A. Nicol, W. Crawford (skip); G. Veasey, A. Thomson, B. Rousseau, J. Gillespie (skip).

The first in-door rink of the Quebec Curling Club was located on St. Charles street, at the foot of the present street railway trestle, and was inaugurated by a complimentary dinner that was tendered by the members to the President of the club, Mr. James Dean, on the 14th December, 1867. Gas was first introduced in the St. Charles rink in 1872 and the event was celebrated with a supper. In those days the rink was only open, in addition to the afternoons, three nights a week from seven to ten and then only on condition that four players were in attendance, the burning of gas being considered an extravagance.

A valuable trophy in the possession of the Quebec club is a cup made in the Isle of Scotland in the reign ot King George I. in 1723. It was presented by the Marquis of Lorne, who succeeded Lord Dufferin as Governor-General of Canada, for competition among the curling clubs of the Dominion and was won by the Quebec Club in a match with the Ottawas on the vice-regal rink at the Capital on March 9, 1880. Since then it has been played for among the local members annually as a prize for the junior championship. It was won on the first occasion it was open for competition by Mr. Edwin Pope, a past president and honorary life member of the club, who, in his curling days, won many prizes, including the Dufferin silver medal in 1878.

For the work of assisting in flooding the open air rinks in the olden days laborers were paid the princely amount of from six pence to two shillings per day. As a further inducement, however, or possibly to keep them warm while at work, they were provided with an abundant supply of rum, which, at the time, cost from nine pence to one shilling per bottle. The finest of whiskey, for the use of the members, sold at two shillings per bottle. As shown by the accounts of the treasurer, many of which are still to be found in the archives of the club, birch brooms used in sweeping the rink, cost two to three pence, while the wooden buckets and tinnets required for carrying water for flooding purposes were worth two shillings and three pence for the former and one shilling for the latter. Wooden shovels sold for ten pence. The total cost for the maintenance of the rink on the river in 1838 was sixteen pounds five shillings, while in 1839 the amount expended was fifteen pounds. In 1840 the rink was located on Gibb's wharf and the cost of maintenance was twenty-four pounds, twelve shillings and one penny. In 1851 there must have been considerable economy, as eleven pounds, eight shillings and nine pence was all that was required to cover the cost. In 1847 the Quebec Curling Club had a membership of sixteen and the subscription that year was one pound.

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The King's Plate for the Province of Quebec, which was from 1837 to 1901 inclusive, known as the Queen's Plate, valued at fifty guineas, the gift of Her Majesty Queen Victoria, is the oldest fixed turf event in America. The race was originally run in mile heats, but in the sixties was changed to a dash. It has been the blue ribbon event in the race programme in this Province for the past eighty-seven years, and on numerous occasions was the feature of the Quebec Turf Club meet on the historic Plains of Abraham. The first two races for the plate, in 1836, during the reign of William IV, and in 1837, stange to say, were run at Three Rivers. A. P. Hart's mare "Brunette" was the winner of the event in 1836 and "Shelalah," owned by Mr. Vivian, of the Sixty-Sixth Regiment, A.D.C. to the Governor-in-Chief, the Earl of Gosford, carried off the coveted prize in 1837. In the following years, so far as known, the race took place in Quebec, on the Plains, or at Lorette. Races for the plate were held not only at Three Rivers, but at St. Hyacinthe and Sherbrooke years ago and unfortunately for some ten years, there are so far no record of the winners to be found. In 1839 the race was run for the first time in the district of Montreal, at the St. Pierre course, in later years at the old Blue Bonnets, once only at the Lepine Park, then from 1889 to 1904 at Belair and from 1907 to the present time has been an annual event at the new track at Blue Bonnets.

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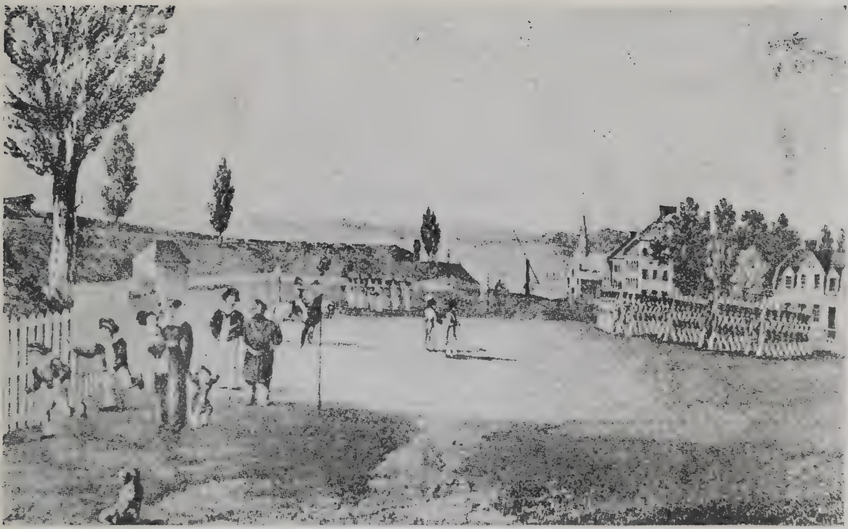
Mr. Henry C. Austin, the son of an Imperial army officer, and a leading Quebec notary in his day, who passed away in 1902, at the venerable age of eighty-three years, was known far and wide as an expert, not only with the gun, but with the rod and line as well. As a matter of fact he had few equals in this district at least. From his boyhood days in 1832 he enjoyed nothing more than to have the opportunity of rambling through the open fields or woods in search of game birds and at other times whipping the rivers or lakes for salmon and speckled trout. In his game book, which dated from 1844 to 1880, and which is now in the possession of his son, Alfred Austin, he kept a record of his journeyings through this district in search of snipe, woodcock, grouse and other wild fowl, including pigeons, which were still very plentiful, as well as of excursions in the long ago to the hiding places of trout and other gamey fish. His favorite haunts for snipe and other birds, it might be worth mentioning, were the Bijou—which now embraces St. Sauveur ward—Black's farm, Ste. Foy hollow, the Holland farm, McPherson's farm, the Gomin, Lake Calvert, St. Pierre, Choyen, St. Michel, Cöte à Bonhomme—now known as Gugy's hill—Clearihue's, the Ste. Claire road, L'Ange Gardien, Petit Pré, and Chateau Richer, with an occasional journey to Portneuf, etc. For trout Mr. Austin's favorite spots with the fly were Lake Beauport, Lake St. Charles, the Montmorency river and the famous Sable, where he was always sure of being handsomely rewarded, many of the fish averaging a pound in weight. In the summer of 1856, while fishing for trout in the St. Charles river, near Bell's pottery, he had the good fortune to hook a lordly salmon weighing fifteen pounds, but after a fierce struggle it succeeded in breaking the line and escaped. The fish finally killed itself in the same pool and was soon recovered. Pike weighing fourteen pounds each were captured in this river by Mr. Austin, who also whipped the river Ste. Anne (en bas), for salmon and sea trout with success. In his many years of fishing and hunting Mr. Austin found agreeable companionship with scores of well known local sportsmen of the past, such as Messrs. D. McPherson, W. C. Burrage, C. S. Phillips, M. Sheppard, John Neilson, Dr. Jackson, Hope Sewell, J. K. Boswell, J. Pentland, W. F. Phillips, E. I. Dalkin, Dr. Russell, H. Gowen, A. Sewell, J. U. Gregory, F. Austin, A. Wilson, J. Price, A. Gilmour, G. Young, J. Young, A. Price, W. Cook, W. H. Jeffery, C. V. M. Temple, Colonel Panet, etc. In addition to his other notes Mr. Austin recorded the fact that between the 3rd and 13th October, 1851, the weather was too warm to shoot, as it was more like days in the month of July. On November 4, 1859, there were good sleigh roads in town and country, while on December 15, 1865, there was not sufficient snow on the ground to admit of sleighing.

It is on record that an officer of the garrison, while fishing in the St. Charles river in 1832, hooked a beautiful salmon. After playing the fish for some time he succeeded in bringing it to shore and was about to take the hook from its mouth when the fish, by a sudden struggle, broke the hook at the shank and escaped. A brother officer, fishing in the same pool a day or two afterwards, hooked the escaped salmon and this time succeeded in landing it safely, when the barbed point of the hook and a part of the artificial fly were found sticking in its nose.

The Jacques Cartier river, from the old Dery bridge at Pont Rouge—near where the French military force in 1760 was strongly entrenched—was a famous spot for salmon fishing for generations. There were several fine pools between the bridge and the St. Lawrence, including the "Hospital". Watching the salmon making futile efforts to surmount the barriers or darting in and out among the boulders at the pool known as "l'Hopital," was quite a sight years ago. For over a century many of the greatest anglers of the past fished in this river with considerable success for salmon. It is on record that in June, 1840, eleven salmon were killed in one day on this river, one of the fish weighing thirteen pounds.

Our forefathers captured trout in the pools of a small streams in the Bijou flats which was fed by the water that fell over the cliff, where the Dumont mill was located at one time, at the scene of the conflict between the soldiers of Generals Levis and Murray.



Esplanade and Fortification Walls in 1832.

Jesuits' College, Later known as the Jesuit Barracks.

Enthusiastic fishermen in the olden days usually paid week-end visits to their favorite spots, many walking to Lake Beauport, Lake St. Charles, Laval and Valcartier in quest of the finny tribe.

A riding school for officers of the garrison and the public generally under the patronage of Her Excellency the Countess of Dalhousie, was started in the "Riding House" connected with the Chateau St. Louis in March, 1828. This building was later known as the Royal Theatre St. Louis.

The Quebec Tandem Club was organized in the very early days of the past century and held weekly drives for many years. On New Year's day in 1838 the members of the club waited in a body on the Countess of Dalhousie, at the Chateau St. Louis, dressed in full driving costumes, with whips in hand, to offer the compliments of the season to her ladyship, who was the patroness of the club. In January, 1834, the club had a muster on the Place d'Armes and paraded through the city. Twenty tandems and two "berlines" of four-in-hand composed the cavalcade. Lord Aylmer's four beautiful greys, driven by Captain Doyle, A.D.C., led the van.

The Garrison Cricket Club was granted a piece of ground on the Plains of Abraham in 1833 by the Governor, where the game was played for many years. In 1848 the following Quebecers, among others, were members of the Quebec Cricket Club:—Messrs. Hamilton, G. Ross, W. Tims, F. W. G. Austin, R. Coles, F. A. Roe, C. W. Jones, John Dean, J. Harrower, W. Austin, W. Eadon and J. Tremain.

The Quebec Yacht Club, originally known as the Quebec Rowing Club, was organized in 1837. In 1845, at a regatta held in Montreal, a six-oared gig crew of gentlemen amateurs from Quebec, Messrs. Charles Jones, J. Roberts, A. McLimont, H. Mackay, F. A. Roe (stroke), and J. Dean (coxwain), in the "Scarlet Runner," carried off the trophy in a five mile race. The time was about thirty-five minutes.

A steeple chase of five miles was run in 1848 under the auspices of the Quebec Snoeshoe Club, which was won by F. A. Roe, with E. Sewell second, J. Sewell third, E. Jones fourth and C. Jones fifth. Others in the race were P. Patterson, J. F. Wilson, Holt, R. Lindsay, J. Harrower, Tremain, J. Dean and P. D. Welch. The judges were Colonel Sewell, T. Hamilton and J. Gillespie.

There was a prosperous chess club in Quebec in 1845, which included among its members Messrs. C. G. Holt, J. B. Hardy, D. Ross, S. Wright, Jules Chouinard, James Hayes, Jonathan Tremain, Standon and St. Amand.

Billiards was a popular game in Quebec as long ago as 1727, when an enterprising resident had a table and was catering to the amusement of the public.

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CORNELIUS Kreighoff had beautiful pictures of the Montmorency river and Sable as well as several of the other rivers and lakes in this district among his collection, which found their way into many homes in Quebec and elsewhere. He painted scenes of the river Montmorency on a dessert set of eighteen pieces which was once owned by Dr. Douglas, but changed hands on several occasions, and is now the treasured and priceless property of our well known fellow citizen, Mr. Vesey Boswell. It might not be amiss to mention that the last auction sale of oil paintings from the brush of this popular artist of Canadian life and scenery took place at Sinclair's book store, in the Caisse d'Economie building, on St. John street, in December, 1862. Two years later Kreighoff left Quebec for Chicago, but before the close of the year he died suddenly while in the act of writing a letter to his old friend, John S. Budden, with whom he resided for some years in a cottage at Mount Pleasant, opposite the present car barns. Previous to the St. John suburbs fire in 1881, Mr. Budden had in his possession over $20,000 worth of Kreighoff pictures, all of which were destroyed in the conflagration.

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FROM the earliest days in the history of Quebec, great conflagrations have swept over the city from end to end, causing enormous destruction of property, rendering thousands upon thousands of people homeless and entailing tremendous financial losses, as well as suffering and almost starvation on the victims.

The first conflagration mentioned in the history of Quebec occurred on the 5th August, 1682. On that occasion all the wooden buildings in the Lower Town, with the exception of one owned by Sieur Aubert de LaChesnaye, were burned.

During the siege, in 1759, the majority of the houses in the Upper Town, as well as the Lower Town, were burned as a result of the bombardment from British guns in position on the heights at Point Levis.

On the 10th November, 1793, a fire took place in the residence of a man named Jugon, on Sault-au-Matelot street, when twelve houses were destroyed and an eight-year-old child burned to death. Lord Dalhousie, the Governor-General at the time, and the Duke of Kent, great grandfather of our present King, worked like ordinary firemen in assisting to subdue the flames.

On the 6th September, 1796, the stables of Hon. Thomas Dunn, on St. Louis street, near Ursule, took fire and spread to adjoining houses, fourteen in all being burned, together with the total destruction of the church and convent of the Recollets.

On the 17th June, 1798, fourteen houses in St. François, Ste. Famille and St. Joseph streets, (Upper Town), were destroyed.

On the 10th September, 1836, a fire declared itself in the store of Messrs. Strang, Langevin & Co., on the King's wharf. As a result of this fire ten residences and six large stores were burned with a financial loss of $300,000.

On the 24th November, 1836, the residence of a man named Kelly, at Près-de-Ville, as well as over fifty other homes in Champlain street, were burned.

On the 28th November, 1838, another serious blaze occurred in Champlain street, starting in the residence of a man named Shanahan, when fifty houses were destroyed and two hundred families rendered homeless.

In 1840, on the 30th September, there was a destructive fire in the Lower Town. A large number of stores and private dwellings in St. Peter and Sous-le-Fort streets were destroyed. The Church of Notre-Dame des Victoires was saved with difficulty.

On the 7th June, 1862, over one hundred houses were burned in Montcalm ward, thirty-eight on

Scott street alone. On this occasion, St. Louis suburbs was saved by the work of the military men.

On the 22nd June, 1865, one hundred houses and some fifty other buildings were destroyed and between five and six hundred families rendered homeless on Champlain street.

Wednesday morning, 28th May, 1845, shortly after 10 o'clock, a disastrous fire declared itself in Richardson's tannery on Arago street, near St. Vallier street, St. Roch's. It was the first serious fire recorded in that district, and it raged with the utmost fury until six o'clock in the evening. The flames in that time swept over a mile of territory, reaching to the river and burning down everything in their path, including hundreds of homes of the poor, stores, convents, churches, shipyards, even to the planked roadway. Practically the whole of St. Roch's to Canoterie street, in the Palais, was wiped out, including some thirteen hundred houses. In this fire five lives were lost, among them a woman and her two children, who were unable to escape from the Government woodyard.

While the fire was raging on St. Charles street, there was danger of a terrific explosion, as sixteen hundred barrels of gunpowder, which had only recently arrived from England, were stored in the magazine on the ramparts in rear of the Hotel Dieu Hospital. Colonel O'Neil, who was in command of the artillery in the garrison, despatched his men to all parts of the city to notify the people of the danger. This added to the panic and the unfortunate fire victims, as well as thousands of other residents, sought safety on the Cove Fields and along the St. Louis, Ste. Foy and other roads, with what few valuables they could carry until the fire was brought under control and the danger of an explosion at an end.

St. Roch's Church, on St. Joseph street, was first constructed in 1811, but was destroyed by fire on two occasions at least.

On the 28th June, 1845, at midnight, a disastrous fire broke out in d'Aiguillon street, near d'Youville street, when the greater portion of St. John's suburbs was destroyed and thousands of people rendered homeless.

On the 14th October, 1866, which date fell on a Sunday, the greater portion of St. Roch's, which escaped in 1845, was wiped out.

The fire was followed by another much less disastrous one in the same district, on May 24th, 1870.

On the 30th May, 1876, a fire broke out in the St. Louis suburbs, now known as Montcalm ward, when some six hundred homes in Artillery and other streets were wiped out.

Early in the evening of the 8th June, 1881, still another cry of fire was raised, this time in St. John suburbs, when 800 buildings were destroyed and 1,500 people rendered homeless.

In 1889, on May 16th, the city suffered from another calamity, again in St. Sauveur, when a large part of that ward of the city (700 houses) was once more destroyed. Sixteen hundred people were rendered homeless. During the progress of this fire two brave members of "B" Battery, quartered in the Citadel—Major Short and Sergeant Wallick—lost their lives. They were accorded a public funeral and a monument to their memory stands on Grande Allée, facing the Drill Hall.

The first snow slide, so far as known, occurred on the 9th of February, 1836, under the Citadel, in which two men who were passing along the street at the time were overwhelmed; one, however, was rescued alive. The second snow slide of serious consequence took place February 3, 1875, opposite the Mariner's Chapel, when several houses were wrecked and two families were buried under a mountain of snow and killed.

On the 17th May, 1841, between 11 and 11.30 a.m., the first avalanche of rock on record occurred opposite to where the offices of the Marine Department are now situated. Some thirty-two persons were consigned to an awful doom as a result.

On Sunday, the 9th June, 1842, another rock slide happened, when three houses were destroyed, but fortunately no lives were lost.

On the 14th July, 1852, the residents of Champlain street, in the vicinity of Baldwin's shipyard, Cape Blanc, suffered another calamity, when several people were killed.

On the 11th October, 1864, at five o'clock in the afternoon, without the slightest warning, a great body of rock came rolling down the slope under the King's Bastion, into Champlain street, when Mr. and Mrs. John Hayden and two of their children were killed.

On Thursday, the 19th of September, 1889, between seven and eight o'clock in the evening, another slide or avalanche occurred on Champlain street, between the Marine Department offices and Allan's wharf, resulting in the loss of over forty lives—men, women and children—and thirty injured.

* * * *

THE small brass cannon, which occupies such a prominent position on the Citadel square, it is the popular belief, was captured from the Americans at the battle of Bunker Hill, June 17, 1775, shortly after the outbreak of the war for Independence in the United States. The prize is an object of much interest to our friends from across the border, who visit the Ancient Capital in such numbers annually, many of whom, it may be added, cast covetous eyes on the ancient instrument of war, and even evince a strong desire to carry off the precious little souvenir. The cannon has occupied its present position since the Citadel was taken over by Canadian soldiers in 1871, when "B" Battery was organized, shortly after the withdrawal of the Imperial troops from this garrison. As the story goes the gun was originally discovered on board a schooner trading along the north shore, many years ago, by the late Major Tapp, while he was on one of his numerous salmon fishing excursions to the lower St. Lawrence. This gentleman, who was a prominent Quebecer in his day, and attached to the militia department at the time, on learning the interesting history of the gun, promptly acquired it from the skipper at a reasonable figure and had it removed to an ordnance store under his control in this city. Here it remained hidden for years until, as already said, it was rescued from oblivion by order of the commandant of the Battery, Lieut.-Colonel T. B. Strange. After the gun had been properly polished, with its suitable inscription and all it was removed to the spot it occupies to-day, where it is likely to remain for years to come, notwithstanding the efforts of our Boston and other American friends.

* * * *

CALECHES, for a long time without hoods, were almost in general use for generations in Quebec, being in evidence almost from the earliest days of the colony down to a late period in our history. Four-wheeled waggons were quite a novelty at one time and were almost exclusively patronized by the more wealthy of our population.

The hackmen years ago occupied a portion of the ground now known as the Cape as a cab stand. Buffalo coats were in general use by the carters, at one time, and their cost was between twelve and fifteen dollars, while unlined buffalo robes were worth no more than six dollars. In those days thousands of buffalo hides were annually shipped to the east from the prairies of the west after the usual slaughter of the buffalo by the Indians and half-breeds.

A carter was not dressed at one time unless he had around his waist a "ceinture flêchée", (or arrowed sash), made by the wives of the habitants, who possessed a secret skill in the production of these articles, which has, curiously enough, long since been lost by succeeding generations. They were made from the wool of sheep, dyed with vegetable dyes extracted from the bark of the trees and took three winters to knit. They were often presented in the olden days to Indian chiefs by the habitants, in order to gain their favor, and this accounts for so many being found among the tribes of redmen, who knew nothing of the secret of manufacture themselves, however. Some of these sashes are known to be from one hundred to one hundred and fifty years old. Formerly they could be had at almost any price and were quite plentiful, while to-day there is but a very limited number, commanding very high prices.

# CHAPTER XVIII

Oldest Cemeteries in Quebec.—Burials at the General Hospital.—Protestants Interred in a Plot on Buade Street.—Gros Pin Cemetery.—Protestant Burying Ground on St. John Street.—Quaint Epitaphs.—Mount Hermon, St. Patrick's and Other Cemeteries.—Heroes of the War of 1759, Etc.

To read about the last resting place of our dear departed ones, even in the long ago, or in other words of our ancient cemeteries, it must be admitted, is not one of the most pleasant subjects, but, nevertheless, they have a very important place in the destiny of the human race. As information concerning the antiquated graveyards, like other historic matter, is interesting reading for many, however, it is scarcely necessary to apologize for venturing to publish details concerning them, which information may be of value to the students of Quebec history.

The first parish graveyard in Quebec, where burials took place almost from its foundation until after 1687, was one that was located in a small enclosure in what is now known as Montmorency Park. It was located some distance above the "Break Neck" stairs, a route taken to reach the Lower Town from the earliest days of the colony. The cemetery, which bordered Mountain Hill, was the last resting place of many of the Indians, who had died after being baptized through the efforts of the early heroic missionaries, as well as those of the pioneer settlers, among them Abraham Martin, who died September 8, 1664. When

Bishop de St. Valier built his first palace in 1689, on ground in the immediate vicinity of the burying ground, which was difficult of access at any time, but particularly during the winter months, the bishop secured a parcel of land in the vicinity of the parish church, now the Basilica, from the Seminary authorities, to which place he had many of the bodies removed from the old cemetery. This latter place served the purpose of a parish graveyard for years and was known as the Ste. Anne or Ste. Famille cemetery. It was here that the bodies of scores of English soldiers who died during the first winter months of the British occupation of Quebec, and on account of the frozen condition of the ground were buried in snow piles, were deposited in the spring.

The "Cemetery of the Poor," which adjoins the Hotel Dieu hospital, dates from the time almost that the sisters took possession of the property.

Burials have taken place in the cemetery connected with the General Hospital, at the foot of the Boulevard Langelier, for over three centuries—since the Recollet fathers erected their first chapel and monastery on the banks of the St. Charles river, as a result of the cholera, fever, and small pox epidemics from time to time, as well as deaths from natural causes. During the siege of 1759 and the Montgomery-Arnold invasion of 1775-76, hundreds of soldiers—British, French and American—found their last resting place in this graveyard. Many of the military men passed away after treatment in the hospital under the care of the sisters for their wounds, including forty or fifty Knights of St. Louis, who were officers of the

French army in 1759-60. The Protestants were buried in a special plot set apart for the purpose in the north-east corner of the cemetery. Here many of the brave men who scaled the heights of the Plains of Abraham and were engaged in the memorable battle, including those fighting in the Seventy-Eighth Regiment or Fraser Highlanders, are sleeping their last sleep in this little known and unmarked sacred spot. As a matter of fact the register of the General Hospital contains the names of all the wounded French soldiers who died in the hospital and were buried in the little cemetery that still faces that institution.

Owing to the damaged condition of the parish church — now known as the Basilica — caused by the bombardment of the city by General Wolfe's artillery from the heights of Levis, from July 12 to September 13, when more than one third of the houses in the Upper Town were almost entirely destroyed, interments took place in the General Hospital. A Roman Catholic cemetery was opened at this time in St. John suburbs, but its exact location is not known. Many of the most prominent residents, from a very early period in the history of Canada, were also buried in the Ursuline, Hotel Dieu and Seminary chapels, not to speak of interments in the vaults of other Roman Catholic churches in the city and surrounding parishes. Over four hundred bodies had been deposited in the crypt of the recently demolished St. Roch's parish church alone.

Prominent people residing outside the city, those of the Protestant persuasion at least, were in the habit of burying the deceased members of their families in secluded spots on their own property.

The first interment in the crypt of the Basilica, which time from 1650, occurred in 1652 and from that time down to 1877, when the last body was placed there, fully nine hundred persons repose undisturbed in the basement of the ancient and stately Cathedral.

In 1764 it is known that residents of Quebec were still being buried in a space on the north side of the French Cathedral, between the sacred edifice and the Seminary, quite possibly in the cemetery known for years previously as that of Ste. Anne or Ste. Famille, which was under the control of the authorities of Notre Dame parish.

Protestant residents, including military men, were buried on the Buade street side of the Cathedral, when that thoroughfare was narrower than it is to-day. As a matter of fact this plot of ground was the first sacred spot set apart for the reception of the Protestant dead in the city.

Even to this day there is to be seen a weather beaten white marble slab sunk in the gable wall of the sacristy building bearing the following inscription:—

In memory of Mary,
Wife of Thomas Ainslie, Esq.,
Collector of His Majesty's Customs of Quebec,
Who died March 14, 1767,
aged 25 years.
If virtue's claims had power to save
Her faithful votries from the grave
With Beauty's ev'ry form supply'd
The lovely Ainslie ne'er had died.

The "Picotte" cemetery, located to the east of the Hotel Dieu hospital and practically adjoining the property of the sisters, on ground now occupied by Charlevoix street, was quite large and was first opened in 1779. It served the purpose of a cemetery for the parishioners of Notre Dame for years. After its abandonment the bodies were removed to what was known as the St. Louis or Cholera burying ground, off Grande Allée, later being acquired by the St. Patrick's church congregation and where for years the Irish Catholic dead found a sepulcher.

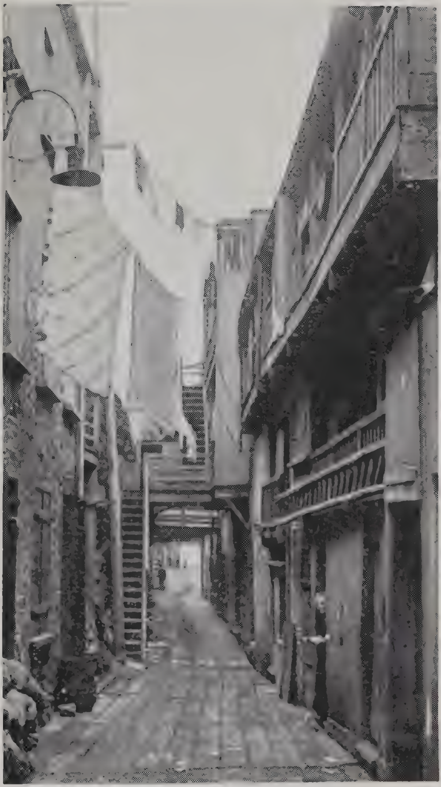
A portion of the burying ground on the Charlesbourg road, or Gros Pin, in the vicinity of the district now known as the "Domaine Lairet," set apart for the Church of England dead, was consecrated by Bishop Mountain, in November, 1848. This cemetery, closed years ago, was acquired by the Government for the interment of strangers and was placed under the direction of the Commissioners of the Marine and Emigrant Hospital. It was here that hundreds of victims of the awful ship fever plague of 1847-1848 were buried.

There were cemeteries in various other parts of the city during the past century, on St. Joseph street, at the foot of Crown street, on d'Artigny street and off the Citadel Hill. Well paved streets, modern commercial houses and comfortable private residences occupy the once consecrated "Good Acres" in which our forefathers were buried years ago.

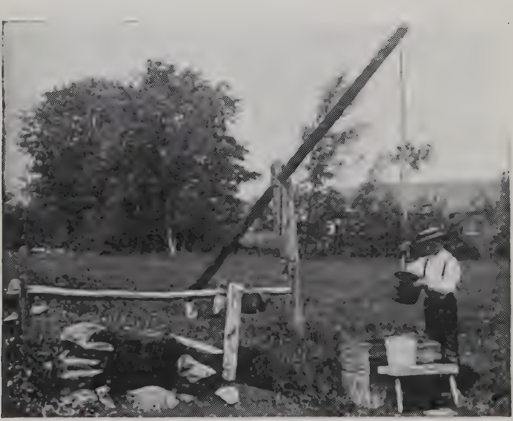
The cemetery ground adjoining St. Matthew's church, on St. John street, known originally as the Protestant Burying Ground, was purchased by the Government of the Province of Quebec in 1771 and another portion in 1780. The ground was at one time used as a garden by the St. Simon family and extended much further out into the street than at present. In 1823, Lord Dalhousie, Captain-General and Governor-in-Chief of Lower Canada, made a grant of the land to the trustees of the "Quebec Protestant Burying Ground." The letters-patents were signed by Lord Dalhousie, at the Castle St. Louis, on the 19th June, 1823, in the fourth year of the reign of King George IV. The wooden residence of the caretaker was secured to the Church of England as well as the right to use it for public worship, and it was called the Free Chapel—long known as St. Matthew's church—but the Church of Scotland had also the privilege to use the building for the performance of the burial service. The latter denomination was given the further right to build another house and appoint a sexton of the Church of Scotland to occupy it if it so desired. In the event of any differences arising between the two religious bodies regarding the grounds, they were ordered to be referred to the Governor, the Lieutenant-Governor or Administrator of the Province for the time being for settlement. People who had vaults or private plots railed in were charged one shilling and six pence Halifax currency per square superficial foot for their exclusive use in perpetuity. Mr. François Durette purchased at sheriff sale on the 31st March, 1825, the vacant property of Hon. Mr. Justice Kerr, the land adjoining the burial ground on St. John street, and which the Judge had intended to set apart as a private cemetery or new burying ground. Mr. Durette gave notice in the public press some days later that he intended to carry Justice Kerr's proposal into effect and invited persons who desired to secure private lots for themselves and their families in perpetuity, of such dimensions as required, to apply for terms, etc., to W. F. Scott, N.P. or himself. Several lots, including two family vaults, had already been sold and Mr. Durette gave notice that as soon as there should be a certain number retained he would go to the expense of erecting a fence on the south-west side of the cemetery. It was in 1828 that the trustees of the other portion of the cemetery acquired this property and offered the same for burial purposes at two shillings per square superficial foot.

The cemetery, on account of its overcrowded condition, every inch of ground being occupied, among other reasons, was declared closed on the 19th May, 1860, except in tombs or vaults owned by individuals or families. With the enlargement of St. Matthew's church on several occasions, many of the bodies were removed and after the great fire of 1845 the civic authorities widened John street ten feet on the south side. They paid the trustees two shillings and six pence per foot for the ground required in the cemetery and in addition paid £150 for the removal of the bodies.

The cemetery contains the remains of many persons of note, who made history in the past. Included in the list are such men as Brigadier General Henry Hope, after whom Hope gate was named, who died April 13, 1789, at the age of forty-five years, and some former Lieutenant-Governors of Lower Canada; of Captain Allison, of the Fifth Regiment of Foot, who took part in the siege of Quebec in 1759 and was the father-in-law of Philippe A. de Gaspé, the historian, who, early last century, was sheriff of Quebec; of William Brown, the founder of the Quebec Gazette, who died in 1789; of James Thompson, the last survivor of Wolfe's army; of Thomas Carey, the



Sous-le-Cap Street.—Narrowest Thoroughfare in America.



An Old Well with Balance Pole and Bucket.

first editor and founder of the Quebec Mercury, who died in 1832, and of Hon. H. W. Ryland, a leading politician of his day, who passed away in 1838. A brother of Sir Walter Scott, the famous Scottish poet, Major Thomas Scott, paymaster of the Seventieth Regiment, who passed away in this city in Friday, February 14, 1823, at the age of 52 years, after a lingering illness, was interred in this cemetery. He had been garrisoned in Cornwall and Kingston betore coming to Quebec with his regiment and fought in the war of 1812-14. Major Scott was a literary man of some note and contributed to the Quarterly Review and Waverley Novels.

In consequence of the enlargement of the present church from time to time, as well as the great fire of 1845, which swept over the cemetery, when valuable registers and other documents were destroyed, the location of the graves of many war heroes and other distinguished personages, as well as former prominent residents of Quebec, buried there, are unknown except where marked by venerable gravestones.

Before the fire many tablets of wood and stone could be seen with quaint epitaphs over the graves of heroes who fought at Waterloo and in the Peninsular wars. One of them contained the following words:—

"When the trumpet sounds
I will rise and march again."

On another was to be read:—

"As I am here, so you must be,
Prepare for death and follow me."

On the weather-beaten tombstones, even to-day, in this cemetery, many interesting lines may be read. The stone over the grave of Captain Edward Blake, aged 56 years, master of the ship "Brunswick," of London, Eng., who died in Quebec, August 6, 1837, contains the following original verse:—

"Though trained in boisterous elements, his mind
Was yet by soft humanity refined.
At home indulgent each joy domestic knew,
Abroad confessed the father of his crew."

Samuel Casely died in 1844, at the age of twenty-three years, and on his tombstone is the following, among other verses (printed as cut out on the stone):—

"All of you who comes my tombe to see,
Prepare yourself to follow me.
Repent in time, make no delay,
For I, in haste, was called away."

Sergeant-Major Edward Greer, of the Coldstream Guards, met his death on the 16th March, 1840, at the age of thirty-seven years, through the accidental discharge of a "musquet," and on his tombstone are the following lines:—

"O weep ye comrades, bemoan your brother's fate,
With sorrow his untimely grave review,
Remember, soon, and oh it can't be late,
When death must come alike to you."

Mr. Evan Rees, a native of Bristol, Eng., who was one of the first rope makers in Quebec, having his rope walk at the foot of Sauvageau Hill, even before the last century, when the locality was a regular wilderness, and who was the great grandfather of the Morgan family, of this city, was buried in this cemetery in 1824, at the age of 75 years. On his tombstone is to be read:—

"Vice he abhorred,
In virtuous ways he trod,
Just to all
And humble to his God."

In 1775 the gorge of the St. Louis Gate Bastion was used as a special Protestant cemetery, in which the remains of General Montgomery and several of his staff, who were killed while making an assault on Quebec, were buried here by James Thompson. It was in 1818 that the body of General Montgomery was exhumed by Mr. Thompson, at the request of Mrs. Montgomery and with the consent of the Governor, Sir John Sherbrooke, when it was forwarded to New York.

The Methodists of Quebec had a cemetery from the early days of the past century, on the west side of d'Artigny street, near the corner of Amable, which contained the bodies of well known former Quebecers of that religious persuasion. It must be fully three-quatrers of a century now since the last interments took place there and many years ago a number of the bodies were exhumed and reinterred in Mount Hermon Cemetery. Some of the older men of our population who were brought up in St. Louis suburbs, remember playing, while yet very small boys, among the tombstones in this cemetery after it was abandoned as such. In 1841 the ground was valued by the Corporation at £12, while the taxes amounted to six shillings. There is no civic record of the cemetery after 1842.

Hundreds, probably thousands, of immigrants, who died from ship fever, cholera, etc., many of them in the Marine Hospital, from the early thirties of the past century, both Protestants and Roman Catholics, were consigned to graves in a cemetery that existed in St. Roch's, at the foot of Crown street. But this cemetery has not been used for over half a century. Indeed, nearly fifty years ago the bodies of the Roman Catholics interred there were removed to what was once known as the Gros Pin Cemetery. The bodies of the Protestants were reinterred in Mount Hermon Cemetery during the winter months, some twenty-five years ago, while Rev. Archdeacon Balfour was rector of the St. Peter's church, St. Valier street, and in which parish the cemetery was located.

The ground forming Mount Hermon Cemetery, of thirty-two arpents, formerly the property of Mr. Justice Bowen, purchased for £2,000, and opened in 1848, is the most picturesque probably in the Province, overlooking as it does the St. Lawrence river, at Sillery. The grounds were originally laid out by a landscape artist of New York, named Major Douglas, and have been beautifully maintained by the Messrs. Treggett, father and son, for the past half century or more. Many of Quebec's former distinguished citizens are sleeping their last sleep in this grand "Cathedral of the open air," while some of the monuments are very handsome and costly.

John Wilson, the famous Scottish vocalist, who, while entertaining the people of Quebec with his inimitable rendition of Scotland's songs and recitations, fell a victim to the cholera and died on Monday, July 10, 1849, after a visit to Lake St. Charles the Saturday previous, is buried here.

A granite block in this cemetery marks the last resting place of Lieut.-Colonel John Nairne, first seigneur of Murray Bay, who died in Quebec in 1802, also that of his son, Captain Thomas Nairne, aged twenty-six years, who fell in the battle at Chrysler's Farm, in Upper Canada, in 1813.

Both bodies were first buried in the Protestant Cemetery on St. John street, but in later years were reinterred in Mount Hermon Cemetery. Lieut.-Colonel Nairne was one of Wolfe's army here in 1759. He alsö assisted in the defence of Quebec against the American invaders in 1775-76.

There is a little romance connected with the grave marked number one in Mount Hermon cemetery. In it reposes all that is mortal of the late Captain Ferguson, aged forty-two, a former member of the Church of England and at the time of his death master of the brig "Transit," which was lying in Sillery Cove ready to sail. His was the first interment and it occurred at a late hour on Monday night, June 15, 1848. Captain Ferguson, with several ship mates, was strolling around the cemetery in the afternoon of the day previous and on reaching the point at the extreme end, overlooking Sillery, and the St. Lawrence, he remarked that if he died while in port his fondest hope was that that he should be buried where he stood. Strange as it may appear, his desire was gratified. On returning to his vessel he was attacked with erysipelas and in a few hours was dead. Late in the evening of the following day his remains were reverently laid away with religious services in the presence of the sorrowing members of his crew, in the spot on which he had stood the day previous. His is a lonesome grave at the lower end of the cemetery. It is marked No. 1. Captain Ferguson's vessel sailed out of port on Tuesday morning.

The second interment was that of the remains of the late George Pozer, who had the reputation of being the largest real estate owner in Quebec at one time and resided in the ancient dwelling that stood until recent years at the corner of St. John and Ste. Angele streets. He died from old age, at ninety-five, and was buried on the 16th June, 1848.

The old St. Patrick's Cemetery, off Grande Allée, at one time known as the St. Louis Cemetery, or Cholera Burying Ground, about eight and a half acres in extent, was formerly the property of John Anderson and was purchased by the trustees of Notre Dame de Quebec parish, in 1832. Its transfer to the Irish Catholics occurred when Belmont Cemetery was opened in 1857. It was generally known as the Cholera Burying Ground, because it was used for the interment of the bodies of victims of the cholera in 1832 and following years. This cemetery was abandoned in 1879, two years after the spacious and historic Woodfield property was purchased by the congregation of St. Patrick's church, and many of the bodies of well known Irishmen of the past in all walks of life were removed thereto. Among the number was Commander Richard P. Alleyn, who was buried in the old cemetery in 1867. Commander Alleyn served in the English navy from 1795 to 1838 and took part in the battle of the Nile in 1798, for which he received a medal. He was the father of Hon. Charles Alleyn, one time Provincial Secretary and Minister of Public Works in the old Parliament of Canada, who was mayor of the city in 1854 and still later sheriff of Quebec, and grandfather of Captain Edmund R. Alleyn. This cemetery is beautifully situated, where all that is mortal of the Irish Catholic dead peacefully repose.

The Belmont Cemetery, situated on the Ste. Foy road, has been used as a burial place since 1857, for the members of the congregations of the Basilica and St. Jean Baptiste church. In this cemetery are laid at rest such former residents as ex-Lieutenant-Governors R. E. Caron and Théophile Robitaille, Sir L. N. Casault, Sir A. P. Caron, Sir A. B. Routhier, Hon. F. G. Marchand (at the time of his death Premier of the Province), Senator Shehyn, Senator Landry, Hon. P. Garneau, Hon. E. B. Garneau. Hon. W. Larue. ex-Mayor J. D. Brousseau, Judges G. T. Taschereau, U. J. Tessier, G. Bossé, W. Bossé, and Cannon, as well as the historian Garneau, and Messrs. Arthur Buies and Faucher de St. Maurice, well known literary men.

The St. Charles Cemetery, on the banks of the St. Charles river, near Scott's bridge, belongs to the parish of St. Roch's, and many persons of note are buried there. The St. Sauveur Cemetery is situated opposite. The St. Charles Cemetery numbers among its dead the late Lieutenant-Governor, Sir François Langelier, Senator Paquet, Hon. L. P. Pelletier, Hon. Charles Langelier, Dr. Fremont, Dr. Blanchet, Dr. Landry, Dr. C. E. Lemieux, Mr. S. Lelièvre, ex-Mayor Fremont, members of the Cauchon family, etc.

Hundreds and probably thousands of residents of St. Roch's were buried in a cemetery that was situated for many years in the past century on the north side of St. Joseph street, some distance beyond Crown street.

A cemetery for the use of the Jewish residents of Quebec is located on the south side of the ancient thoroughfare known as the Gomin road, beyond the corner of Spencer Wood.

Coffins were usually covered in leather in the olden days with the name, age and rank of the dead traced out in small brass tacks the full length of the casket.

* * * *

THE death was announced at Three Rivers on the 26th December, 1805, of Malcolm Fraser, sen., who, previous to his demise, was one of the very few remaining soldiers who served at Quebec under General Wolfe in 1759.

One of the first British subjects to settle in the Province of Quebec was John Ross. As a member of the Seventy-Eighth or Fraser Highlanders he served in the battle of the Plains of Abraham in 1759 and sixteen years later against the forces of Arnold and Montgomery. He died in 1812 in the seventy-eighth year of his age.

The death was announced in Quebec in April, 1821, of James Sinclair, who passed away at Three Rivers on the 29th March at the age of ninety-one. He was a member of one of the regiments that assisted at the taking of Quebec. During the invasion by the American forces in 1775-76 he again took up arms. He was a merchant at one time in this city and settled in Three Rivers in 1801.

The death was reported on the 27th November, 1822, at the age of eighty-two years, of William Linsday, collector of His Majesty's customs at St. Johns, P.Q. The deceased was a former merchant of London, Eng., and arrived in Canada in 1775. During the blockade of Quebec by the Americans he was an officer of the militia.

The death was announced in July, 1823, of Lauchlin Smith, seignior of St. Denis de la Pocatière, Kamouraska County. He was a native of Inverness, Scotland, and was upwards of one hundred years of age. He served as a private in General Wolfe's army at the taking of Quebec.

Frederick Louden, died at Burlington, N.J., on the 17th December, 1825, at the age of ninety-five years. He fought with the troops under Wolfe at Quebec and later served as a volunteer in the revolutionary army.

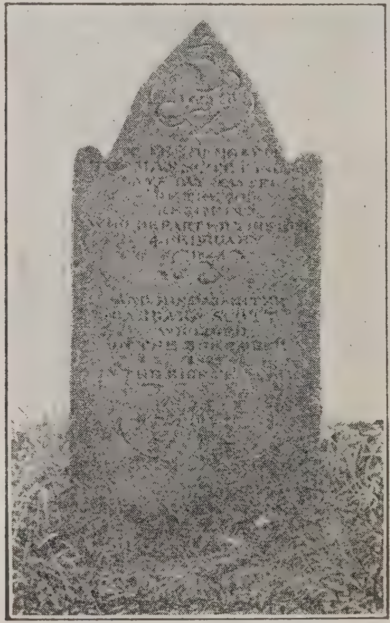
The death was announced at East Windsor, Conn., in March, 1826, of Dr. E. Tudor, at the age of ninety-three years. The doctor, at the time, was the oldest living graduate of Yale College, where he graduated in 1750 and accompanied General Wolfe to Quebec as a surgeon in the army.

Angus McDonald, aged 106 years, died on the town of Knox, State of New York, on the 1st March, 1826. Deceased was born at Inverness, Scotland, and came to America as a private soldier in 1758 with the army destined for the conquest of Canada. He was at the siege and taking of Louisburg and in the following year a member of Wolfe's army. He soon after emigrated to the State of Connecticut.

John Robertson, aged ninety-seven years, a former member of Fraser's Highlanders, coming to Canada in 1757, died in St. Roch's suburbs, in February, 1828, leaving James Thompson the sole survivor of Wolfe's army remaining in the Province.

Donald McDonald died at Lynn, Mass., in 1830 at the age of 108 years. He was born in Scotland and took part in the battle of the Plains of Abraham.

The death was announced on the 2nd January, 1830, at Fine Shade Abbey, Northamptonshire, Eng., of Hon. J. Monckton, son of the first Earl of Galway, at the age of 93 years. He distinguished himself on the Plains of Abraham, where he was dangerously wounded, and in the celebrated picture by West, of the death of General Wolfe, the portrait of Colonel Monckton is represented in the group of officers supporting the body of the dying general.



The tombstone marking the grave of Major Thomas Scott, brother of Sir Walter Scott, in St. Matthew's Cemetery, immediately to the right of the main entrance, bears the following inscription :

**"Sacred to the Memory of Thomas Scott, Esquire,**
**late paymaster of the 70th Regiment**
**who departed this life 14th February, 1823."**

# CHAPTER XIX

Gale's Old Curiosity Shop.—Original Poetic Effusion.—The Willow Ware.—Story of Love and Romance.—Mysterious Figures on the Willow Ware Pattern Plate Explained, Etc.

QUEBEC at one time was the Mecca for lovers of antiquities and many prominent people from all parts of Canada and the United States, who visited the city during the tourist season, made it a point to call at the Old Curiosity Shop, on St. Stanislas street, now located at 68½ St. Louis street. They passed hours looking over the varied stock of ancient silver and brass goods, crockery, grandfather's clocks, furniture, books, paintings, etc., in fact, a thousand odd things. Many an enthusiastic book worm has tarried there turning over the pages of antiquated and dust-covered volumes. The following original poetic effusion for long years has served its purpose as an advertisement for the proprietor of the store in question:—

### OLD CURIOSITY SHOP

'T'is said that wonders shall never cease,
And no more they will, for they still increase.
Just see the old store of H. J. Gale,
Who exhibits to view, and offers for sale,
Thousands of articles, new and old,
And some of them worth their weight in gold.
Swords of the Crimea and Waterloo,
And the flint-headed spear of Brian Boru.
Dick Turpin's Blunderbuss, dirks and knives,
And duelling pistols which oft quench'd lives.
Ancient jewels of silver and gold,
And curious relics eight hundred years old.
Relics from Generals, Dukes and Lords,

Relics from battlefields, guns and swords:
Relics from Ireland, England and Wales,
And Scotland, too, you will find at Gale's.
Ancient tomahawks, hatchets and guns,
And sacred relics from monks and nuns,
With balls and bullets found at the spot
Where the brave victorious Wolfe was shot.
Napoleon the First and his monster gun,
And a cast of the Duke of Wellington.
A brass pot found under Prescott Gate,
And a portion of Lord Dorchester's Plate;
Old crockery ware from Judge Williams' pantry,
And a queer old mull from an Earl of Bantry.
Another mull from the Duke of Argyle—
A match for the one from the Emerald Isle.
He has got two scores of heraldic seals,
And he'll tell you what every crest reveals.
He has got a piece of Jacques-Cartier's ship,
And a Cat-o'-nine-tails, or Soldier's whip,
Brought from the Crimea, where oft its smart
Went down deep into the soldier's heart.
But time would fail me the half to tell
Of what he has got to show or to sell.
Curious relics of eminent men
Who us'd the sword and who us'd the pen.
Bugles and drums, and the fin of a whale—
All in the museum of H. J. GALE.
Everything needed he can supply,
And what you can spare he would like to buy.
Then come and the curious sights explore,
In GALE'S MUSEUM, or wonderful store.

In connection with this "Old Curiosity Shop" a feature that has always proved popular is the varied collection of willow pattern china. Mr. Joseph A. Gale is the possessor of a rare manuscript giving the history of the quaint figures that appear on plate, tea-cup or other dish and, although it has no other connection with "old Quebec", I have reproduced the manuscript herewith in the beliefthat it may probably be new and certainly pleasing to my readers.

The name which common consent has given to the best kinds of pottery and porcelain, indicates its origin; and the name China is applied with equal intelligability to the ornaments on the mantle piece, the crockery in the closet, or to that vast empire which stretches from the north to the south from the east coast of Asia.

Our present manufacturers have far outstripped in beauty of material the pottery of the old Chinese specimens, but fashion still loves the Chinese patterns and forms. A remarkable instance of this preference is to be found in the fact that the sale of the common blue plate, known as the willow pattern, is still very large. The name is derived from the figure of the tree which occupies the centre of the plate, and which is intended to represent a willow in the spring, which unfolds its blossoms before its leaves appear.

Who is there, since the earliest days of intelligent perception, who has not inquisitively contemplated the mysterious figures on the willow-pattern plate?

Who, in childish curiosity, has not wondered what these three persons in dim blue outline did upon that bridge? Whence they came and whither they were flying? What does the boatman without oars on that white stream? Who people the houses in that charmed island? or why do those disproportionate doves forever kiss each other as if intensely joyful over some good deed done?

Who is there through whose mind such thoughts as these have not passed, as he found his eye resting on the willow-pattern plates where they lay upon the dining-table, or brightly glittered on the cottage plate rail?

The Old Willow-Pattern Plate! By every association—in spite of its want of artistic beauty—it is dear to us.

It is mingled with our earliest recollections; it is like the picture of an old friend and companion whose portrait we see everywhere, but of whose likeness we never grow weary.

Unchanged are its charms, whether we view it as a flat oval dish, rounded into a cheese-plate, hollowed out into a souptureen, or contorted into the shape of a ladle. Still in every change of form, are the three blue people rushing over the bridge; still the boatman sits listless on the stream, and the doves are constantly kissing and fluttering in great glorification of the result. What it is all about we will presently inform the reader, if he will provide himself with an orthodox plate, and go with us through the following story, which is said to be to the Chinese, what our Jack the Giant-Killer or Robinson Crusoe is to us. It is the story of the willow-pattern plate.

On the right hand side is seen a Chinese house of unusual extent and magnificence.

The wealth and resources of the owner are indicated by its being of two stories in height, a most rare thing in China, by the existence of outbuildings at the back (to the right), and by the large and rare trees which are growing upon all sides of the massive building.

This house belonged to a mandarin of great power and influence, who had amassed considerable wealth in serving the emperor in a department corresponding to our excise. The work, as is the case in other places besides China, was performed by an active secretary, named Chang, while the business of the master consisted in receiving bribes from the merchants, at whose smuggling and illegal traffic he winked, in exact proportion as he was paid for it. The wife of the mandarin having, however, died suddenly, he requested the emperor to allow him to retire from his arduous duties, and was particularly urgent in his suit, because the merchants had begun to talk loudly of the unfairness and dishonesty of the Chinese manager of the Customs.

The death of his wife was a fortunate excuse for the old mandarin, and in accordance with his position, an order signed by the vermillion pencil of his Imperial Majesty the Emperor, was issued to a merchant who had paid a handsome dowry to his predecessor.

To the house represented on the plate did the mandarin retire, taking with him his only daughter, Koong-See, and his secretary Chang, whose services he had retained for a few months in order to put his accounts in such array as to bear a scrutiny, if, from any unforseen circumstances, he should be called to produce them. When the faithful Chang had completed his duty, he was discharged. Too late, however! the youth had seen and loved the mandarin's daughter.

At sunset Koong-See was observed to linger with her maid on the steps which led to the banquet room, and as the twilight came on, she stole away down the path to a distant part of the grounds; and there the young lovers, on the last evening of Chang's engagement, vowed mutual promises of love and constancy. And on many an evening afterwards, when Chang was supposed to be miles away, lovers' voices in that place might have been heard amongst the orange trees; and as darkness came on, the huge peonies which grew upon the fantastic wall had their gorgeous petals shaken off as Chang scrambled through their crimson blossoms. By the assistance of the lady's handmaid, these interviews were obtained without the knowledge of the old mandarin; for the lovers well knew the harsh fashion of the country, and that their stations in life being unequal, the father would never consent to the union.

Chang's merit, however, was known, and the affectionate wishes of the young people pictured a time when such an obstacle would be removed by his success.

They believed as they hoped, and the year of their fancy had only two seasons—spring-time and summer. By some means, at least, the knowledge of one of these interviews came to the old man, who, from that time, forbade his daughter to go beyond the wall of the house; the youth was commanded to discontinue his visits upon pain of death, and to prevent his chivalrous courage any chance of gratification, he ordered a high wall of wood to be built across the pathway from the extremity of the wall to the water's edge.

The lady's handmaid too was dismissed, and her place supplied by an old domestic, whose heart was as withered as her shrivelled face. To provide for his daughter's imprisonment, and to enable her to take exercise in the fresh air, he also built a suit of apartments adjoining his banquet-room, and jutting out over the water's edge, with terraces upon which the young lady might walk in security. These apartments having no exit but through the banquet-hall, in which the mandarin spent the greatest part of his time, and being completely surrounded by water, the father rested content that he should have no further trouble from clandestine meetings. As also the windows of his sitting room looked out upon the waters, any attempt at communication by means of a boat would be at once seen and frustrated by him. To complete the disappointment of the lovers, he went still further—he betrothed his daughter to a wealthy friend—a Ta-jin, or duke of high degree, whom he had never seen.

The Ta-jin was her equal in wealth and in every respect but age, which greatly preponderated on the gentleman's side.

The nuptials were, as usual, determined upon without any consultation of the lady; and the wedding was to take place "at the fortunate age of the moon, when the peach-tree should blossom in the spring." The willow-tree was in blossom then, the peach-tree had scarcely formed its buds. Poor Koong-See shuddered at what she called her doom, and feared and trembled as she watched the buds of the peach-tree, whose branches grew close to the walls of her prison.

But her heart was cheered by a happy omen;—a bird came and built its nest in the corner above her window.

One day when she had sat on the narrow terrace for several hours, watching the little architect carrying straw and feathers to its future home, the shades of evening came upon her, and her thoughts reverting to interviews that were associated with the hour, she did not retire as usual, but disconsolately gazed upon the waters. Her abstraction was disturbed by a half cocoanut shell which was fitted up with a miniature sail, and which floated gently close to her feet. By the aid of her parasol she reached it from the water.

Her delighted surprise at its contents caused her to exclaim aloud in such a manner as to bring the old servant to her side, and nearly to lead to a discovery; but Koong-See was ready with a plausible excuse, and dismissed the woman.

As soon as she was gone, she anxiously examined the little boat.

In it she found a bead she had given to her lover—a sufficient evidence from whose hands the little boat had come; Chang had launched it on the other side of the water. There was also a piece of bamboo paper, and in light characters were written some Chinese verses.

"The nest some winged artist builds,
Some robber-bird shall tear away;
So yields her hopes the affianced bride,
The wealthy lord's reluctant prey."

"He must have been near me," she murmured, "for he must have seen my bird's nest, by the peach-tree." She read on.

"The fluttering bird prepares a home
In which the spoiler soon shall dwell,
Forth goes the weeping bride, constrained,
A hundred cares the triumph swell."

"Mourn for the tiny architect,
A stronger bird hath taken its nest (1):
Mourn for the hopeless stolen bride;
How vain the hope to soothe her breast."

Koong-See burst into tears, but hearing her father approaching, she hid the little boat in the folds of her loose flowing robe.

When he was gone, she read the verses again, and wept over them. Upon further examination she found upon the back these words, in the peculiar metaphorical style of oriental poetry:—"As this boat sails to you, so all my thoughts tend to the same centre; but when the willow blossom droops from the bough, and peach-tree unfolds its buds, your faithful Chang will sink with lotus-blossoms beneath the deep waters."*

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(1) Alluding to the Cuckoo—which is common in China.

There will he see the circles on the smooth river, when the willow blossom falls upon it from the bough broken away like his love from its parent stem.

As a sort of postcript was added, "Cast your thoughts upon the waters as I have done, and I shall hear your words."

Koong-See well understood such metaphorical language and trembled as she thought of Chang's threat of self destruction.

Having no other writing materials, she sought her ivory tablets, and with the needle she had used in embroidery, she scratched her answer in the same strain in which her lover had addressed her. This was her reply:—"Do not wise husbandmen gather the fruits they fear will be stolen? The sunshine lengthens, and the vineyard is threatened to be spoiled by the hand of stangers. The fruit you most prize will be gathered, when the willow blossom droops upon the bough."

With much doubting, she placed her tablets in the little boat, and after the manner of her country women, she placed therein a stick of frank incense.

When it became dark she lighted the frank incense and launched the little boat upon the stream.

The current gradually drew it away, and it floated safely till she could trace it no longer in the distance.

That no accident should have overturned the boat or extinguished the light, she had been taught to believe was a promise of good fortune and success, so with a lighter heart she closed her casement and retired to rest.

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* The blossoms of the water lily appear to sink after their beauty is past.

Days and weeks passed on, but no more little boats appeared; all intercourse seemed to have been cut off, and Koong-See began to doubt the truth of the infallible lover. The blossom upon the willow-tree—for she watched it many an hour—seemed about to wither, when a circumstance occurred which gave her additional grounds for this distress.

The old mandarin entered his daughter's apartment one morning in high good humor.

In his hands he bore a large box full of rare jewels, which he said were a present from the Ta-jin, or duke, to whom he had bethrothed her. He congratulated her upon her good fortune, and left her, saying "that the wealthy man was coming that day to perform some of the preliminaries of the wedding, by taking food and wine in her father's house. Koong-See's hopes all vanished, and she found her only relief in tears. Like the nesting bird, she saw the snare drawing closer and closer, but possessed no power to escape the toils. The duke came, his servants beating gongs before him, and shouting out his achievements in war.

The number of his titles was great, and the lanterns on which they were inscribed, were magnificent. Owing to his rank, he was borne in a sedan, to which were attached eight bearers, showing his rank to be that of a viceroy.

The old Mandarin gave him a suitable reception, and dismissed his followers.

The gentlemen then sat down to the introduction feast according to custom, and many were the "cups of salutation" which were drank between them, till at last they became boisterous in their merriment. The noise of revelry and the shoutings of the military duke seemed to have attracted a stranger to the house, who sought alms at the door of the banquet room. His tale being unnoticed, he took from the porch an outer garment which had been left there by one of the servants, and thus disguised, he spread the screen across the lower part of the banquet hall; passing forward, he came to Koong-See's apartment, and in another moment the lovers were locked in each other's arms.

It was Chang who had crossed the banquet-room. He besought Koong-See to fly with him, "for," said he "the willow blossom already droops upon the bough." She gave him into his hands the box of jewels which the duke had that day presented to her and finding that the elders were growing sleepy over their cups, and that the servants were taking the opportunity to get intoxicated elsewhere, Koong-See and Chang stole behind the screen—passed the door—descended the steps, and gained the foot of the bridge, beside the willow-tree. Not till then did the old Mandarin become sensible of what was going on—but he caught a glimpse of his daughter in the garden, and raising the hue and cry, staggered out after them himself. To represent this part of the story are the three figures upon the bridge. The first is the lady, Koong-See, carrying a distaff, the emblem of virginity; the second is Chang, the lover, bearing off the box of jewels; and the third is the old Mandarin, the lady's father, whose paternal authority and rage are supposed to be indicated by the whip which he bears in his hand.

As the Chinese artist knows little or nothing of perspective, he could not place the old gentleman, to be seen, in any other situation than in the unnatural proximity in which we find him.

The sketch simply indicates the flight and the pursuit, and is graphic enough for the purpose.

The old Mandarin, tipsy as he was, had some difficulty in keeping up the pursuit and Chang and Koong-See eluded him without much effort. The Ta-jin fell into an impotent rage on hearing what had occurred, and so great was his fury, that he frothed at the mouth, and well-nigh was smothered in his drunken passion. Those few of the servants, indeed, who were sober enough to have successfully pursued the fugitives, were detained to attend upon the duke, who was supposed to be in a fit, until the lovers had made good their escape. Every suggested plan was adopted during the following days, to discover whither the undutiful daughter had fled; but when the servants returned, evening after evening, and brought no intelligence which afforded any hope of detecting her place of retirement, the old Mandarin gave himself up to despair, and became a prey to low spirits and ill humor.

The duke, however, was more active and persevering, and employed spies in every village for miles around. He made a solemn vow of vengeance against Chang, and congratulated himself that by his power as magistrate of the district, when Chang should be discovered, he could exercise his plenary authority, and put him to death for the theft of the jewels.

The lady, too, he said, should die (1), unless she fulfilled the wishes of her parent, not for his own gratification, but for the sake of public justice.

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(1) Disobedience to parents is a capital offence in China.

In the meantime, the lovers had retired to an humble tenement at no great distance from the Mandarin's establishment, and had found safety in concealment afforded to them by the handmaid of Koong-See, who had been discharged in consequence of affording Chang an opportunity of clandestinely meeting his love in the garden of her former home.

The husband of this handmaid, who worked for the Mandarin as a gardener, and Chang's sister, were witnesses of the betrothal and the simple marriage of the fugitives, who passed their time in close concealment, and never appeared abroad, except after night-fall, when they wandered across the rice grounds, or, from the terraced gardens on the mountain side, breathed the rich perfume of the olea fragrance, or the more delicate scent of the flowers of the orange or the citron groves. From the gardener they learned the steps taken by their pursuers, and were prepared to elude them for a considerable time. But at last, the Mandarin having issued a proclamation, that if his daughter would forsake Chang, and return to her old home, he would forgive her, the young man expressed himself so exceedingly joyful at the signs of his master's relenting, that suspicion was attached to him, and the poor house in which he resided was ordered to be watched.

The reader will find this house significantly represented at the foot of the bridge. It is only of one story in height and of the most simple style of architecture. The ground about it is uncultivated, the tree that grows thereby is of an unproductive species, being a common fir, and the whole place has a sad air of poverty and dullness, which becomes more striking when the richly ornate and sheltered mansion on the other side of the bridge is compared with it.

It having been agreed that, in case any suspicion fell upon the house, the young gardener should not return at the usual hour. Chang and his wife suspected that all was not right, when he did not enter at the customary time in the evening. The gardener's wife also saw strange people loitering about, and in great sorrow communicated her fears to the newly-married pair. Later in the evening, a soldier entered the house and after having read the proclamation of the Mandarin he pointed out the great advantages which would arise to all parties who assisted in restoring Koong-See, and bringing Chang to justice. He told her moreover, that the house was guarded at the front, and reminded her that there could be no escape, as the river surrounded it in every other direction.

The attachment of the gardener's wife for her old mistress was, however, sufficient to enable her to retain her presence of mind; and after appearing exceedingly curious as to what reward she would obtain if she was successful in discovering Chang, she led him to suppose that he was not there, but in a friend's house, to which she would conduct him if he would first obtain a distinct promise of reward for her, in the hand-writing of the Mandarin and the duke.

The soldier promised to obtain the writing, but told her, to her great disappointment, that he must leave the guard about the house.

She dared not object to this, or she felt she would be convicted, but she talked as loudly as possible of the impropriety of rough soldiers being left without their commanding officer, and thus gave the trembling lovers the opportunity of overhearing what was passing, and of learning the dreadful extremity in which they were placed. As soon as the officer was gone, a brief conference was held between the lovers and their protector. A few minutes—an hour at most—was all they could call their own. A score of plans were suggested, examined and cast aside. There was the suspicious guard, who was ordered to let no person, under any circumstances pass, in front; and behind was the broad, rapid river.

Escape seemed impossible, and for Chang, at least, detection and arrest was death. To attempt to fight through the guard was madness in a man unarmed—and what could become of Koong-See? What was to be done? It was almost impossible to swim the roaring river when it was most quiet; but now it was swollen with the early rains;—but the river was the only chance, "But you will be seen, and be butchered in the water before you climb the other bank," suggested the gardener's wife. "It is my only chance," said Chang thoughtfully, as he stripped off the *pouqua*, a loose outer garment commonly worn by the higher classes, or by those who seek for literary honors. Koong-See clung to him, but his resolution was firm, and bidding her be of good cheer, that he would get across, and come again to her, he jumped from the window into the stream below, with Koong-See's promise of eternal constancy ringing in his ears. The struggle was frightful, and long before Chang had reached the middle of the torrent, Koong-See's eyelids quivered, and closed; she fainted and saw no more.

Her faithful attendant laid her upon a rude couch, and seeing the color returning to her lips, gazed out of the window on the river.

Nothing of Chang was to be seen; the rapid torrent had carried him away. Where?

Time passed on, every moment seeming an age, and darkness began to come down upon the earth.

The poor gardener's wife hung over her pallid mistress, and dreaded her questions when conciousness would be restored.

The officer had been absent sufficiently long to visit the duke and Mandarin; hark!—he was even now knocking at the door.

The soldier knocked again before the gardener's wife could bring herself to leave Koong-See, but no other course was left to her; and scarcely knowing why, she securely closed the door of the apartment behind her, and drew the screen across to conceal it. The soldier rudely questioned her as to her delay in opening the door, and showed her the document which he had obtained, in which large sums of money and the emperor's favor were promised to any person who should give up Chang and restore Koong-See to her father. She made pretence that she could not read the writing, and having given the soldier some spirit made from rice, she managed to pass a very considerable time in irrevelant matters.

When the officer became impatient, she told him that she thought it would be useless to attempt to catch Chang till it was quite dark, when he would be walking in a neighboring rice ground. Two hours were thus whiled away, when the officer was called out by one of the men under him, who told him that a messenger had arrived from the Ta-jin, enquiring why the villain Chang had not been brought before him, and requiring an answer from the commanding officer himself. This gave the gardener's wife time to see what had become of Koong-See. She had fancied she heard some noise in the apartment, and with intense curiosity she pushed the screen aside, opened the door, and peeped into the room.

Koon-See was not there.

There were marks of wet feet and dripping garments upon the floor, and upon the narrow ledge of the window, to which she rushed. A boat had just that instant been pushed off from the shore into the river, and in it, there was no doubt, were her mistress and her husband, the brave Chang.

The darkness concealed them from the eyes of friends or enemies, as the rushing river carried them rapidly away.

The gardener's wife gently closed the window, and hastily removed all traces of what had happened; she then cheerfully returned to the other part of the house, and waited for the officer.

He came, stimulated by a reproof for his delay, and commanded his soldiers to search the house, which they did most willingly, as upon such occasions they were accustomed to possess themselves of everything which could be considered valuable.

Their search was in vain, however, for they neither found traces of the fugitives, nor anything worth stealing.

The jewels were with Chang upon the river, and the gardener was but a poor man. They then visited the rice ground, but were equally unsuccessful there. They suspected that the woman had played them a trick, but she looked quite unconscious and in a very innocent manner persuaded the officer that she had been imposed upon, and that she was sorry she had given him so much trouble.

The boat with its precious cargo floated down the river all that night, requiring no exertion from Chang, who sat silently watching at the prow, while his young wife slept in the cabin, When the grey of early morning peeped over the distant mountains, Chang still sat there, and the boat was still rapidly carried onwards by the current.

Soon after daylight they entered the main river, the Yang-si-te-Keang, and their passage then became more dangerous, requiring considerable management and exertion from the boatman. Before the sun was well up, they had joined crowds of boats, and had ceased to be singular, for they were in company with persons who lived wholly upon the river, but who had been engaged in taking westward the usual tribute of salt and rice to his imperial majesty's treasury.

To one of the boatmen he sold a jewel, and from another he purchased some food with the coin. Thus they floated onwards for several days towards the sea, but having at length approached a place where the Mandarins were accustomed to examine all boats outward bound, Chang moved his floating home beside an island in the broad river. It was but a small piece of ground, covered with reeds—but here the young pair resolved to settle down, and spend their days in peace.

The jewels were sold in the neighbouring towns, in such manner as not to excite suspicion, and with the funds thus procured, the persevering Chang was enabled to obtain all that was necessary, and to purchase a free right to the little island.

It is related of Koong-See, that with her own hands she assisted in building the house; while her husband, applying himself to agricultural pursuits, brought the island into a high state of cultivation. On referring again to the plate, the reader will find the history of the island significantly recorded by the simple artist.

The ground is broken into lumps, indicating recent cultivation, and the trees around it are smaller in size, indicating their youth. The diligence of Chang is sufficiently evidenced by the manner in which every scrap of ground which could be added to the island, is reclaimed from the water.

To illustrate this, narrow reefs of land are seen jutting out into the stream. The remainder of the story is soon told. Chang having achieved a competence by his cultivation of the land, returned to his literary pursuits, and wrote a book upon agriculture, which gained him great reputation in the province where he resided, and was the means of securing the patronage of the wealthy literary men of the neighbourhood for his children—one of whom became a great sage—after the death of his father and mother, which occurred in the manner now to be related.

The reputation of Chang's book, if it gained him friends, revealed his whereabouts to his greatest enemy, the Ta-jin, or duke, whose passion for revenge was unabated.

Nor did the duke long delay the accomplishment of his object. Having waited upon the military Mandarin of the river station, and having sworn by cutting a live cock's head off, that Chang was the person who had stolen his jewels, he obtained an escort of soldiers to arrest Chang and with these the Ta-jin attacked the island, having given secret instructions to seize Koong-See, and kill Chang without mercy.

The peaceful inhabitants of the island were quite unprepared; but Chang having refused the party admittance, was run through the body, and mortally wounded. His servants, who were much attached to him, fought bravely to defend their master; but when they saw him fall, they threw down their weapons and fled. Koong-See, in despair rushed to her apartments, which she set on fire and perished in the flames. The gods—(so runs the tale) cursed the duke for his cruelty with a foul disease, with which he went down to his grave unfriended and unpitied. No children scattered scented paper over his grave ① but in pity to Koong-See and her lover, they were transformed into two immortal doves, emblems of the constancy which had rendered them beautiful in life, and in death undivided.

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① It is a great reproach to be childless in China—twice a year relations sprinkle or burn scented paper upon the graves of their ancestors.

HC.
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